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MODEL CAR *Science*

JUNE 1969

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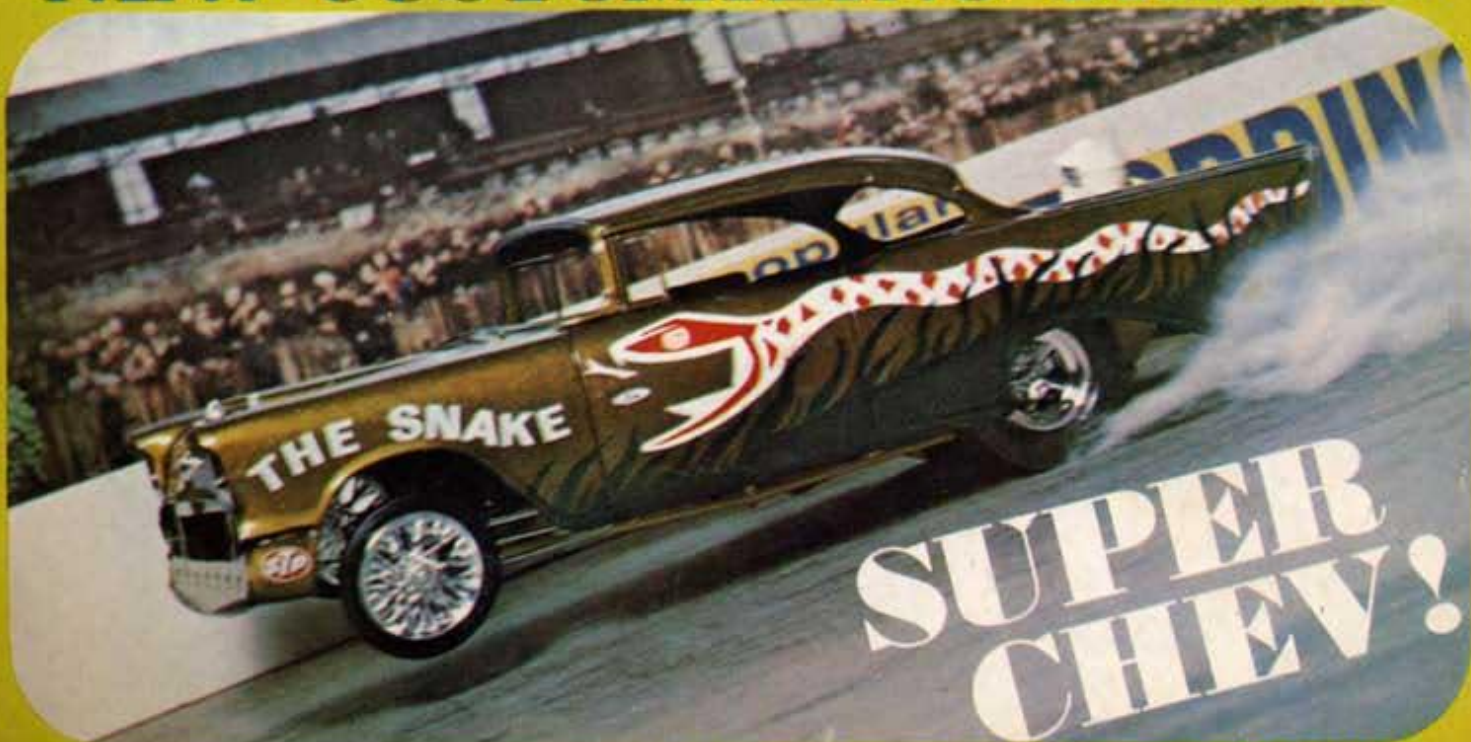
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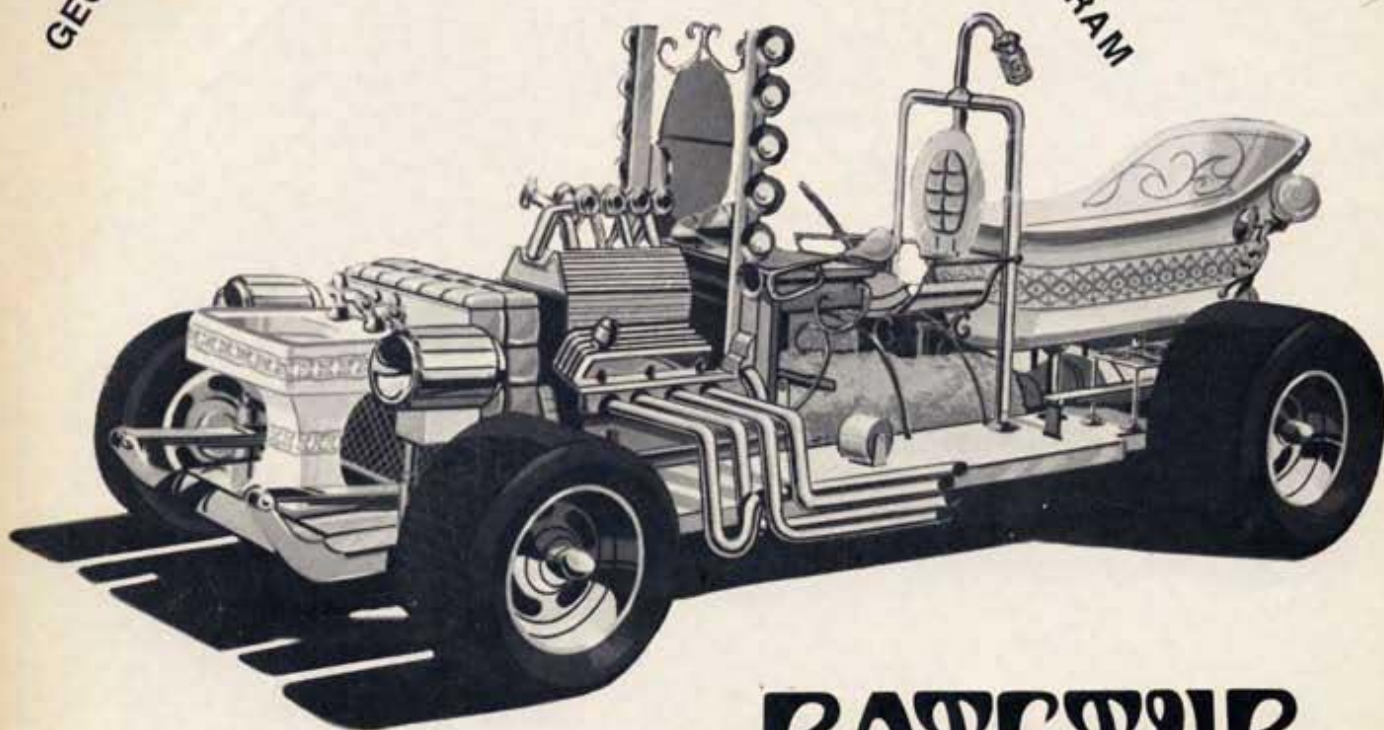
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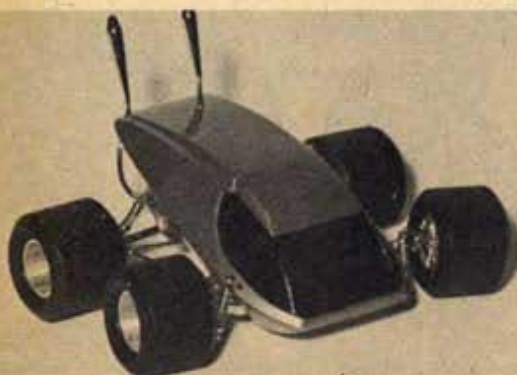
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MODEL CAR SCIENCE

Volume 7, Number 6

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MODEL MAIL

STARTING A CLUB

We have organized our HO and 1/24 scale club. Just about all of the members, and myself, are a little green when it comes to slot racing. We would appreciate any ideas you could give us to help to expand our club. We would like to join both NAMRA and HOCCI. We would also appreciate any rules or organization ideas you could offer. We're a hard working bunch and all of us would like to race with other clubs as well as our own.

C. Beck
Chesapeake City, Md.

All of us were "a little green" at this hobby, once. Your best bet for obtaining organizational ideas would be to visit other clubs in your area. Check the MCS "Club Listing" for names and addresses near you. Pick a name for your own group and send us all the facts on your club so we can place it in the list. Other clubs or out-of-town visitors may want to contact you. For NAMRA or HOCCI information, send a stamped, self-addressed envelope to P.O. BOX 578, Times Square Station, New York, N.Y. 10036. You should also become familiar with the "1969 National Championship Rules" for 1/24 scale commercial model car racing that were published in the February, 1969 MCS. You might want to pattern your racing format and cars after the successful efforts of the commercial raceways.

MEXICAN GP IN HO?

We are building an HO scale race track that we want to be a duplicate of the site of the Mexican GP. We would like to have some detailed photos of this

track, grandstands, pit area, and surrounding landscape. The track is part of a public park, but that is about all we know. Do you have any pictures of this track? Do you know where we could obtain them?

Gerald Sievera
Macon, Ill.

The idea of duplicating a real race course can be a good one, Gerald. MCS has published such plans in past issues. One of the new series appears this month. We don't have any definite scheduled date to "do" the Mexican GP course, but it would make an excellent track. It is true that the course travels through a public park which would make a most interesting model itself. We'd suggest you check back issues of Road & Track or Sports Car Graphic. The February, 1968 and 1969 issues of both featured shots of some parts of the real track.

COPPER or ALUMINUM TAPE?

Part II of the "Ultimate HO Track," in the April 1969 MCS, suggests using copper tape for the track pickup strips. Is it all right to substitute aluminum tape?

Michael Adam
San Pedro, Calif.

Aluminum tape will work just about as well as copper, Adam, and it is a bit less expensive. The aluminum seems to oxidize quicker than the copper, requiring more frequent cleaning. If your track is in a garage, or other area where there are extreme changes in temperature or damp air at times, we would have to recommend copper tape. If the track is in an indoor room, however, aluminum will do just as well and be a bit more realistic-appearing. For cleaning either copper or aluminum tape, use one of the various brands of copper kettle cleaning paste and a damp rag. NEVER-use steel wool or sand paper!

WANTS TO BAN MULTI-CAR ENTRIES

All of the HO racers out there who don't have the money to enter many cars in one HOCCI race should write to HOCCI expressing their views. The guys who send as many as ten cars to one race don't give us a chance. I think there should be a new rule limiting the number of cars that any one member can enter in a single race.

Ken Sturmann
Amityville, N.Y.

If you had trouble entering one car in a race, Ken, you might consider just how much more difficult it would be for a member to enter ten-times that many cars. Usually, your time spent in preparing two, or three, or ten cars would be better spent in super-tuning just one car. Most often, the one-car entrant has the edge on a multi-car man because the single car is better-prepared. Remember, though, that HOCCI is a club that is run FOR (and by) its members. If enough of you agree with Ken, do let HOCCI headquarters hear your views. You could



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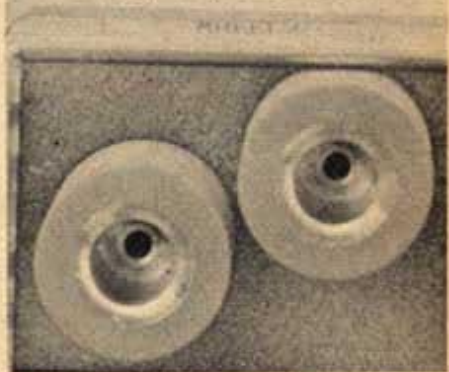
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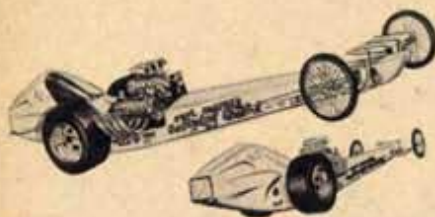
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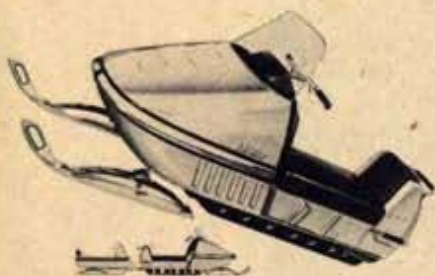
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HERE'S AN IMPORTANT BIT OF LATE NEWS. Reader W. C. Stuckey of Easley, S.C. reports that we were wrong in stating in "The Ultimate HO Track - Part II," April, 1969 MCS, that it was impossible to buy a 1/16" router bit for conventional routers. Mr. Stuckey says that Stanley Power Tools has one with one flute and a 1/4" shank, for \$2.36. Order from the Stanley Works, Dept. MCS, New Britain, Conn. Thanks, Mr. Stuckey.



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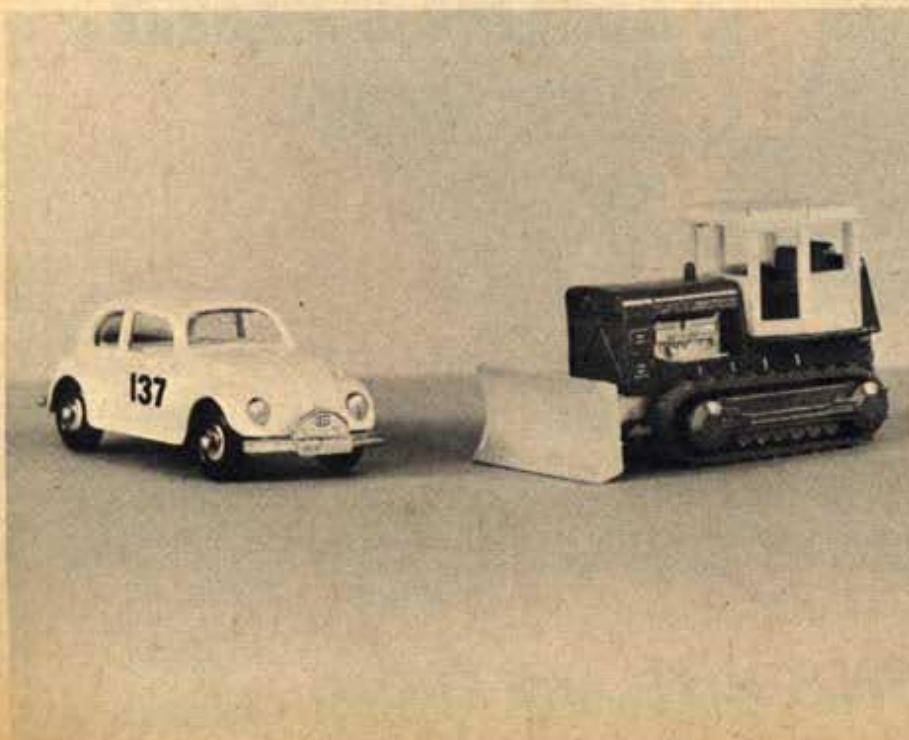
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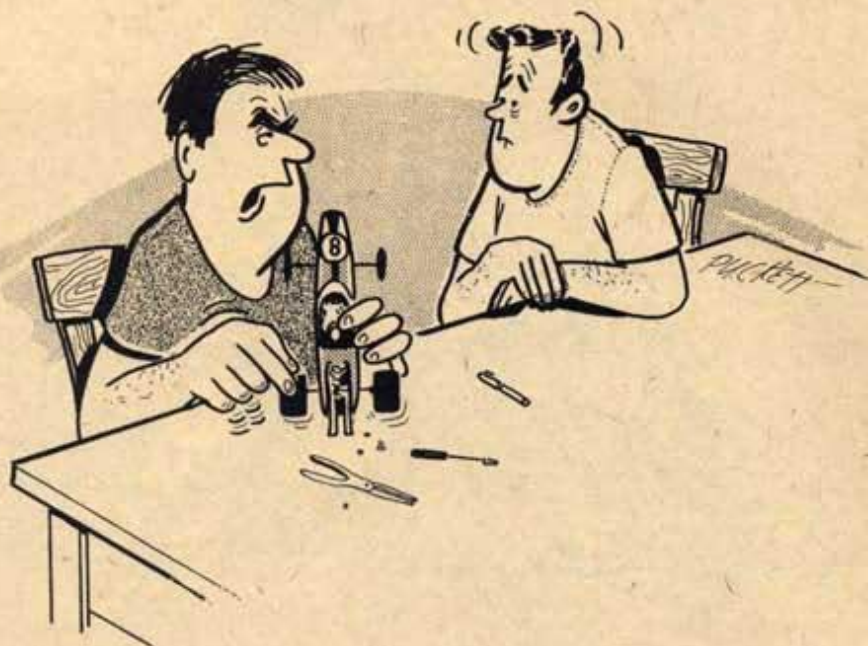
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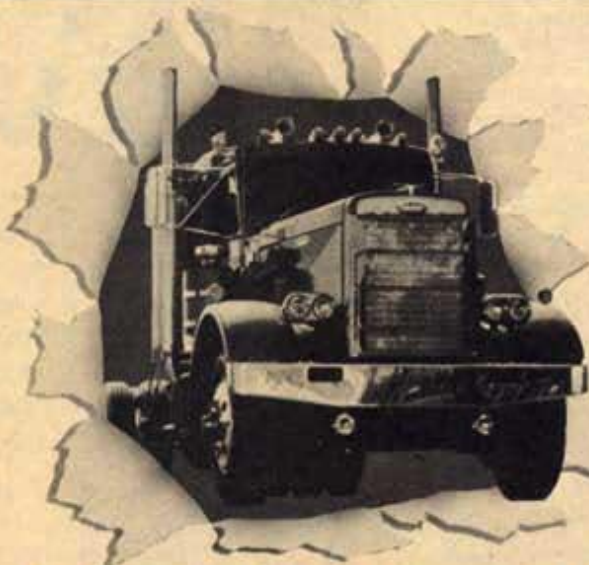
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We made a mistake! (Blush) And we were caught by sharp-eyed Dennis Doty, author of "Super Customizing Monogram's "E" Jag, who notified us that we inadvertently left out several important dimensions in Part One, (March, 1969 of MODEL CAR SCIENCE). On pages 32, 33, and 34, the dimensions needed to duplicate the articles, as written, follow: The dimensions for the small "A" arms, are 1-7/32" high, the large "A" arms are 1-25/32" high, the small "H" arms are 1" high, the large "H" arms are 1-1/2" high, and both the front and rear sub frames are 1-5/8" high. Also, Dennis notes that in Part Two, (April, 1969 MCS) on page 58, the first two pictures in the second (horizontal) row are reversed.

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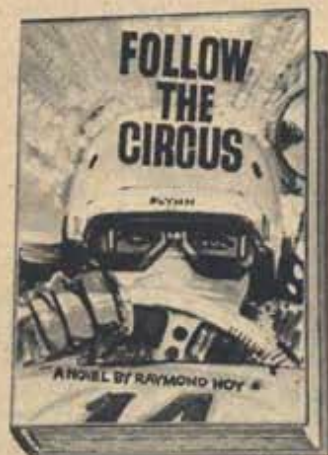
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BOOK REVIEW

FOLLOW THE CIRCUS

By Raymond Hoy
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Frankly, the prospect of reviewing a book about racing made me none too eager. Previous novels about racing have usually consisted of page after page of "crash and burn" prose pasted together with a story line about as honest a reflection of actual racing as "Mary Poppins Buys A Station Wagon."

However, I was delighted to find that "Follow The Circus," by MCS editor Ray Hoy, puts the reader in the driver's seat and keeps him pinned there with all the excitement, drama and speed that IS "Big Time" Can-Am racing.

The lead character, Jonathan Flynn, is a believable 33 year old American who returns from ten years of Formula One racing to complete in the lucrative circus known as the "Can-Am." The story, the people, the cars reflect the author's personal interest in professional road racing.

This book is worth the five dollars ride. I know, with seven years of road racing experience under my belt, I can say "I've been there."

Ray Hoy, besides editing MODEL CAR SCIENCE has edited MOTORCADE, a monthly big car mag. He's been on the automotive scene for 15 years as a writer and critic.

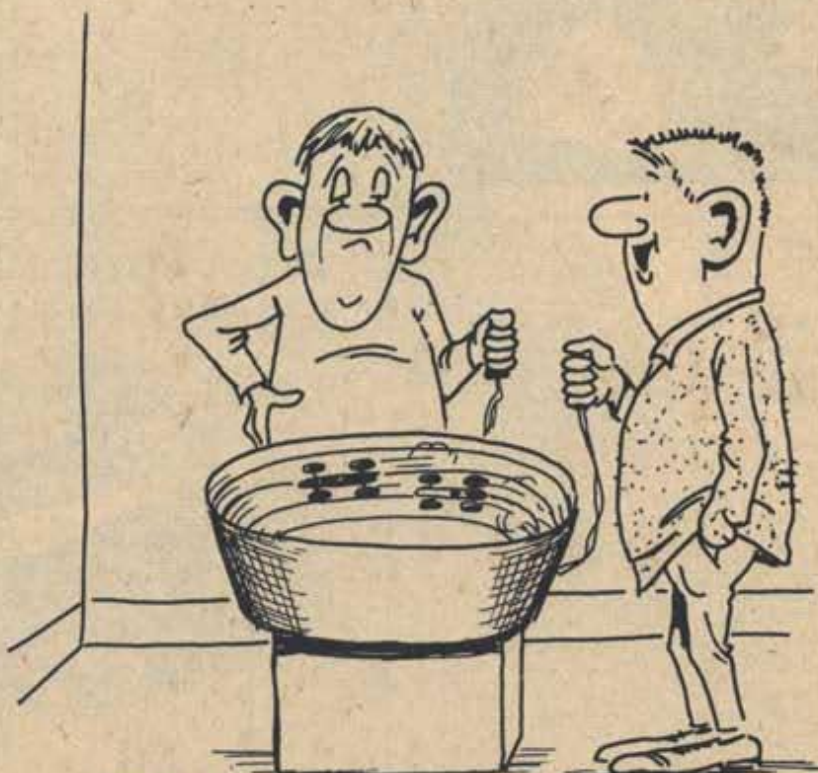
Frankly, the beautiful color cover is worth the price of the book alone! If you like racing fiction at its best, you'll "Follow The Circus."

Joe Puckett



TOM WOJAHN

"I know you don't want to drop my cars, Marvin, but could you pick them up like this from now on?"



TOM WOJAHN

"It's not very imaginative, but it sure makes for a fast race, doesn't it?"

Continued from Page 5

be instrumental in effecting whatever rule change you feel important....

BEAT THE HIGH COST OF RACING

In your March issue, you informed one of your readers that he could match the performance of one of the \$20-\$25 factory rewind "pro" motors. Perhaps he couldn't match the performance of these more expensive units by simple rewinding, but he sure could be purchasing separate armature, magnets, and other parts.

Monty Ohren
Burbank, California

You're right, Monty, and the motor factories agree. Virtually every one of the model car parts factories is working to reduce the prices on their wares. Mura has just introduced a motor kit exactly as you describe. Mura's M-445C "Team Cukras Motor Kit" includes ALL of the parts used in their \$24.50 "Team Cukras" ready-to-run motor. The M-445C kit is only \$14.95! Expect similar ready-to-assemble (but ready-wound) motor kits from the other motor makers.

WHAT ABOUT BANKED CORNERS?

None of the articles I have seen in MCS tell how to build banked turns for routed tracks. I have checked in the "Art of Track Building" book too, and it does not mention banked turns. Could you tell me how to build a banked turn for a home track?

Eddie Bolt
Fort Collins, Colo.

Any banked corner that really functions is quite an engineering/geometric feat, Eddie. Try sketching out the lane centers (to 3/4" to the foot scale) on a piece of paper, bend the paper to the degree of banking you want, and relocate the lane centers into and out of the banked corner to align with the rest of the track. You'll have to use a relatively thin track surface material like Masonite for the banked corner and blend it into the particle board surface of the rest of the track. Your scale sketch will give you the lane centers. It would be easier to mate one of the sectional track banked turns, like Revell's 1/32 scale or Tyco's HO scale, into your routed track.

MODEL OF THE MONTH PHOTOS

It isn't as easy as you say, in your "Model of the Month" contest, to "...just take a few clear pictures of your model." I've been trying for years to enter the contest—never did get a clear photo! If you have any hints will you tell me, please.

Jeffrey Malacarne
St. Louis, Mo.

It's really not all that hard, Jeff. Camera shops carry close up lens covers called "Portra Lenses" for almost any brand of camera. Buy one, follow the instructions supplied, and try shots outside in BOTH sun and shade. The Model will stand out better if placed on a large sheet of white

paper. Try taking photos in various parts of your yard, recording the exact time, area, and lens. When you get the photos back, note which set of conditions produced the best results and take the rest of your photos there.

STATIC SHORTCUTS

I've been reading MCS for three years, but I've never yet seen any of your articles use some of the "standard" ideas I do. For one, use contact cement to attach the smaller chrome pieces. It saves scraping off the chrome.

Dan Sutpen
Windsor, Ontario, Canada

Here's a tip I discovered while working

on a school history project. The bigger stationary stores carry a variety of ¼" wide Scotch tape in about ten different colors. The rolls are expensive, at about a dollar a piece, but one roll can be used to apply racing stripes to hundreds of cars.

Dave Richards
Schuylkill, N.Y.

I use those "8 X 10" sheets of clear plastic notebook dividers for windows in my chopped customs and funny cars. Epoxy is best to attach the material since the usual plastic cements don't seem to work on the clear plastic.

Bill Sinclair
Ogden, Utah

The NOVEL that gets INSIDE the ...
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THE PERSONAL STORY OF JONATHAN FLYNN:

Jaded, cynical, intense... and at 33 one of the 'elite' old timers in the high pressure world of

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Turning his back on
the riches of the
European race circuit,
he comes home for
the highest stakes of
all in the most
competitive racing
circuit in the world!



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THE COMPLETE KAMPER



MPC'S NEW CAMPER KIT IS A GREAT SPORTS VEHICLE! (DID HE SAY "SPORTS" VEHICLE?)

Motor sports have different meanings to different people. For most of us, it's watching or driving some type of high performance vehicle down a paved straight, or around a road racing course, or cross-country. An equal number of Americans consider their set of wheels to be a bit different type of sports vehicle—the sport of living in luxury while watching the aforementioned motor sports, or (you'll pardon the language) hunting, fishing, or just enjoying the outdoors.

A pickup camper is this type of motor sports vehicle. MPC has mated their Chevy pickup truck cab and chassis to a totally new 1/25 scale model of a pickup camper.

The truck itself is a nicely detailed model with features you have come to expect in such a model including full interior, engine, and underbody detail. The camper detail can be covered in the same words, but they wouldn't tell half the tale. In accurate 1/25 scale,

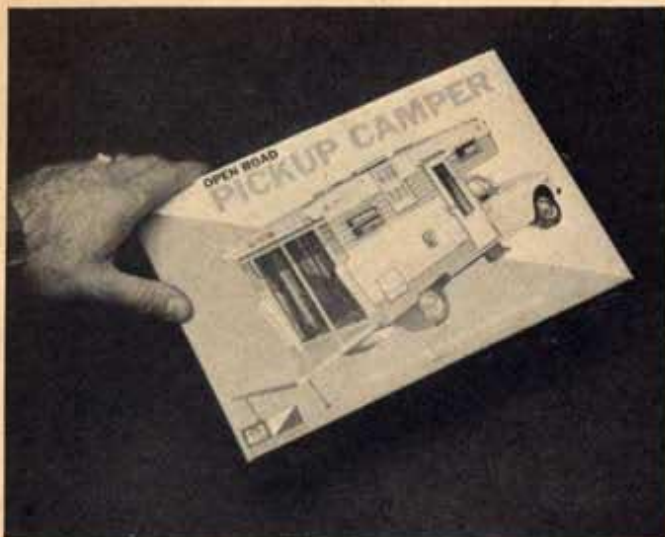
the camper is roughly four- x eight-inches with wall-to-wall and floor-to-ceiling detail never before seen in a model kit. The exterior of the camper has every detail that appears on the real thing; screw heads on the trim strips, properly-shaped folds to simulate the corrugated aluminum skin, clearance lights, heater vent, hot water heater vent, stove stack, door pull/lock, rain gutters, porch light, hinged side door, and folding rear window/patio floor panel. The inside is equally fantastic with every bit and piece just where it would be on the real camper unit. All of the thousand-and-one cabinet doors and drawers are inside along with a fully detailed sink (with stopper yet), stove, refrigerator, heater, bed and pillow—it's ALL there!

Few models on your shelf will ever evoke the interest that this beauty will. Not everybody knows a fully wired magneto, or supercharger/with gas lines, BUT everybody does know

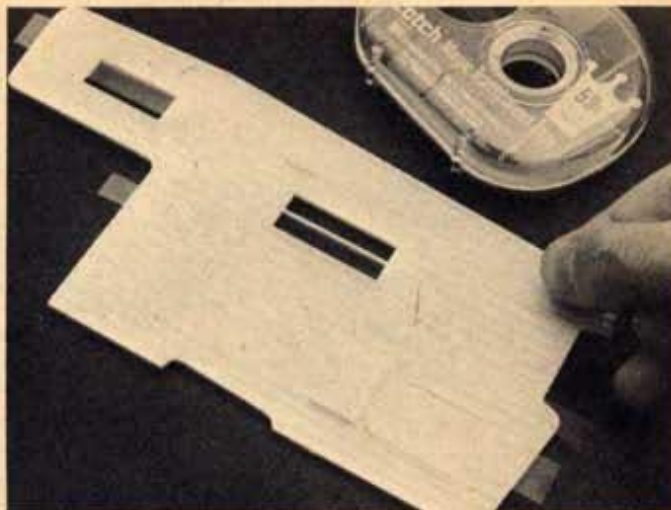
what a sink, or stove, or a bunk bed, or refrigerator should look like.

The floor and sink tiles and the wood grained wall patterns are molded into the appropriate places. A spray coat of flat tan, followed by dry-brushed streaks of a darker brown will accent the wood grain nicely. To save the delicate job of painting around the edges of all of dozens of drawers and doors, we covered these areas with a walnut-grained contact paper. The walls were left a light tan wood grain so the darker brown doors and drawers would contrast to highlight their existence and provide a contrastingly finer wood grain. The photos show the technique for applying the contact paper.

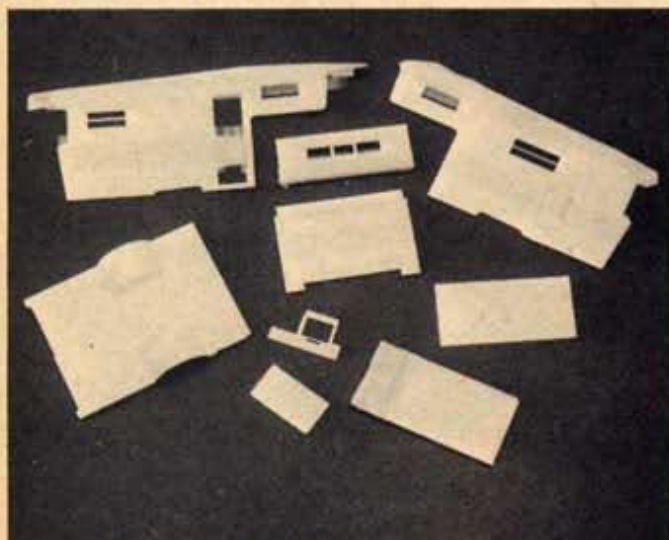
If you really want to have a "turned on" camper, consider mounting tiny working lights inside the roof and on three or four wire brackets on the walls. The February 1968 issue of MCS shows a simple "plug-in" system of interior lights that would work nicely. That interior detail would look even more fantastic viewed through the huge rear window/door of the MPC pickup camper!



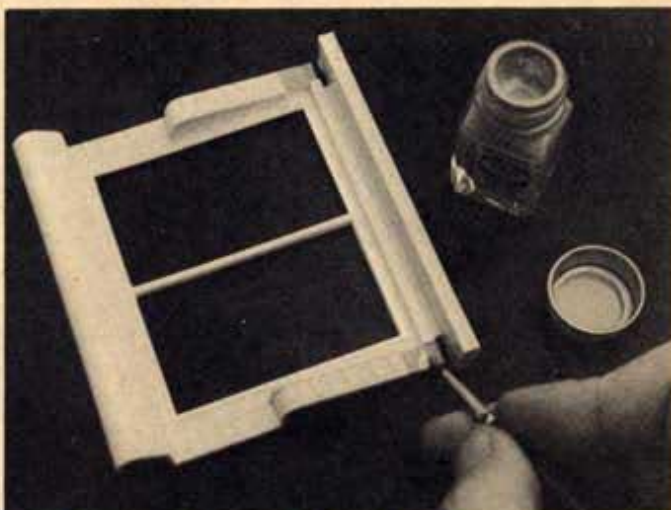
MPC's \$3.00 camper/Chevy cab and chassis kit contains the parts to build an entire new type of "sports" vehicle never offered in 1/25 scale.



Most production paint schemes, from the full-size camper manufacturers, feature broad stripes down the sides. Mask off edges of stripes with Scotch "Magic" tape.



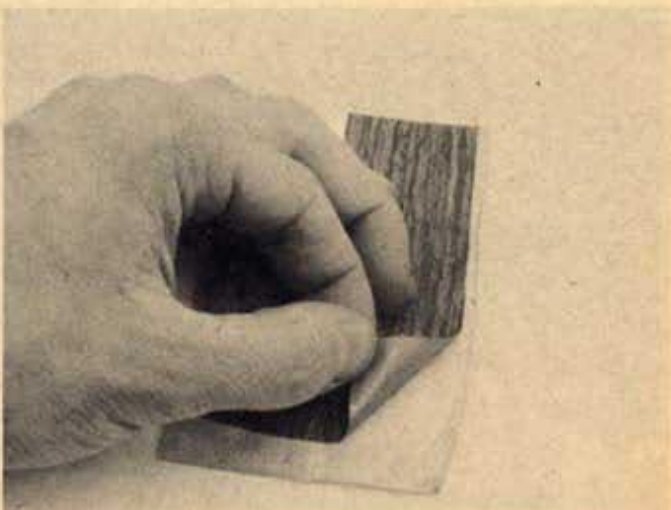
Stripes on exterior walls, floor and sink tiles, and bed are painted in same shade. We chose a baby blue.



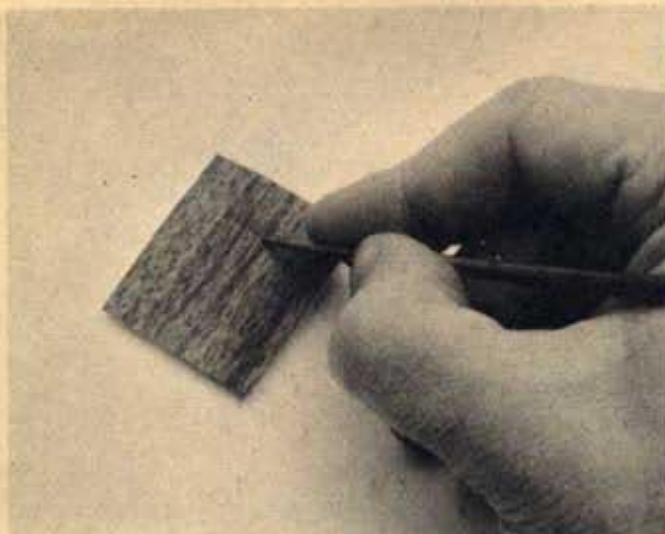
Stripe panels on corners of rear wall are easier to brush paint than mask. Seat cushions in dinette are also brushed.



Pactra #SM18 "light Earth" is a flat tan shade that makes an excellent base color for interior wood. Dry-brush over tan with darker brown to highlight grain.



Hardware store contact paper can be used to cover door and drawer fronts for a contrasting grain and color. Paper backing of contact paper peels off.



Press slightly oversize piece of contact paper on the face of one of the doors and press the paper tightly around the door edges with a blunt point.



Outline of door will be visible through contact paper after paper is pressed down. Trim paper to edge of door.



Peel off excess paper from around door. Pre-gummed contact paper will stick to door IF you have trimmed all around edge.



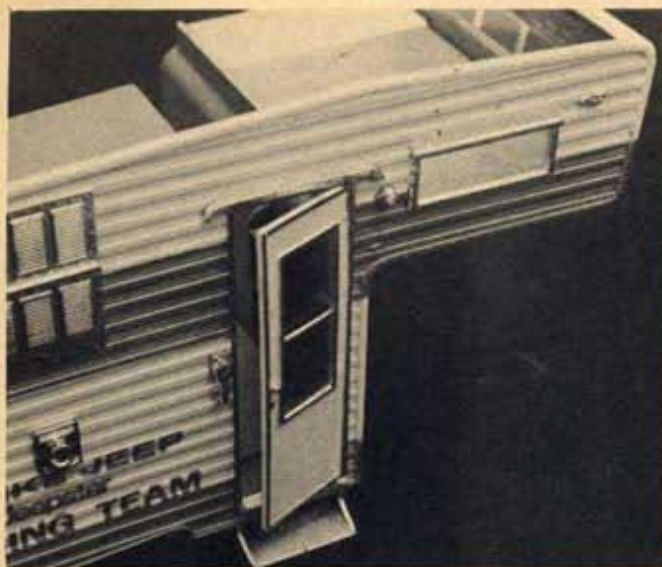
Press contact paper down tightly around door or drawer handle. Paint shape of handle, on surface of contact paper, silver.



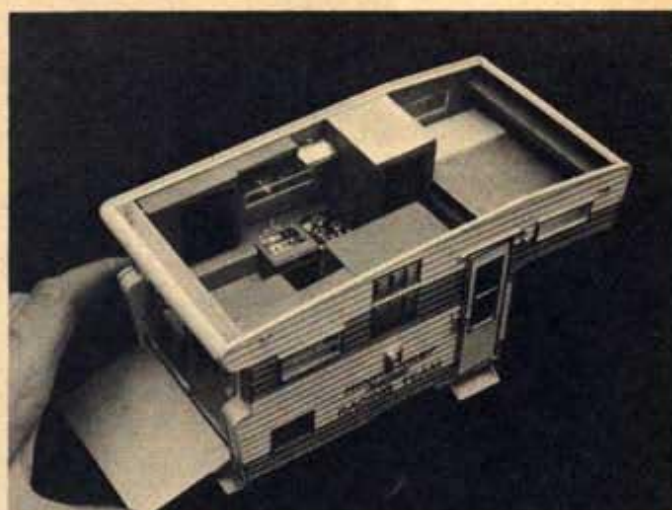
Left interior wall of MPC Pickup Camper displays exactly-detailed sink, stove, oven, vent hood. Cover ALL doors and drawers with contact paper.



Right wall of camper contains louvered heater and refrigerator. Cover door of refrigerator with contact paper too.



Side door is hinged in kit. Paint interior surface with tan/brown wood grain effect, frame in silver.



Rear panel is hinged, again like the real camper units, to serve as an elevated patio floor when camper is parked and as a protective cover for rear glass when camper is on the road.



Even the roof panel of the MPC Pickup Camper is fully detailed with vents and louvers. Paint it silver and do NOT glue.



MPC's Chevrolet pickup truck cab and chassis is a finely detailed model of its own with complete engine and interior details, dual rear wheels.



Extended vision side view mirrors are required by most state laws for pickup campers. MPC kit includes these too.



Pickup camper is most common sight at all of the off-the-road races. Here, MPC's Jeepster kit has been modified as shown in the August '68 MCS, with MPC's #611 "Super Trailer/Display Case" to carry it. MPC "Kyote" dune buggy or "Hogan's Heroes" Jeep would make equally impressive display on trailer.

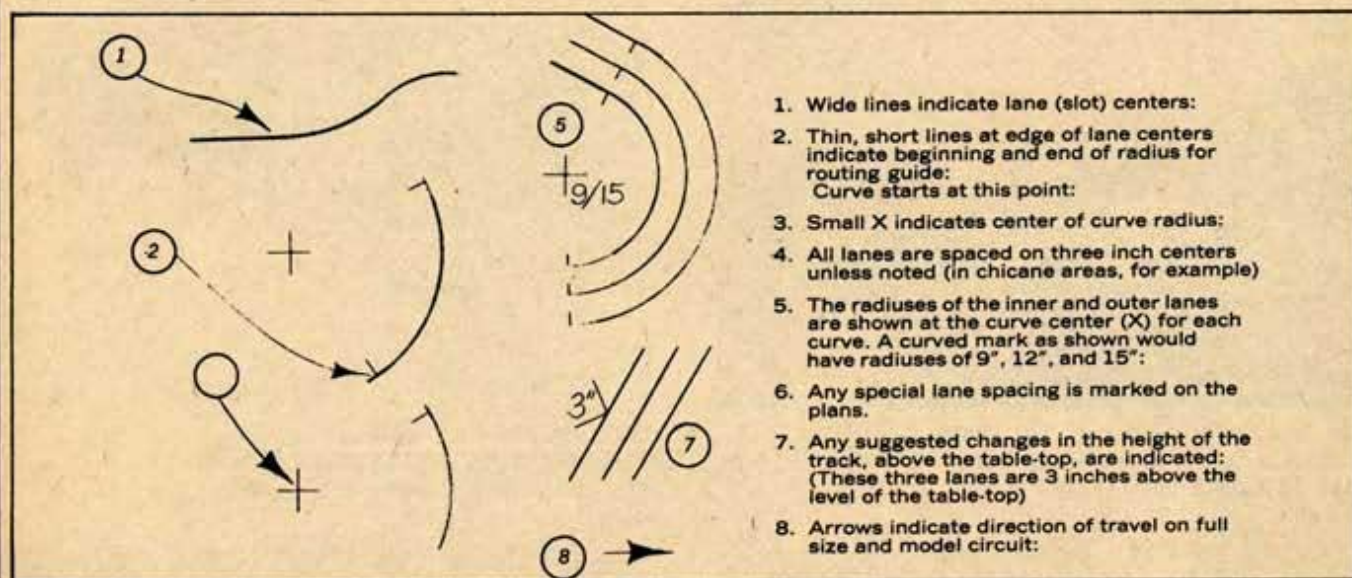
Number One in a new portfolio
of home raceway drawings

THE MCS SCALE PLAN SERIES

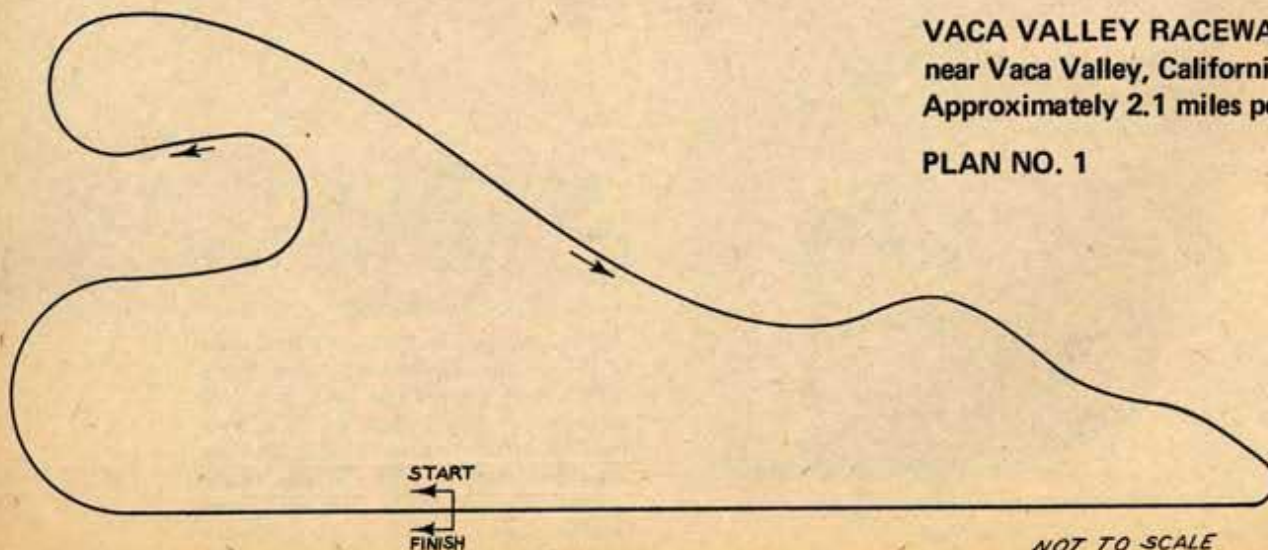
By Robert Schleicher

Vaca Valley is one of the older tracks in the country, located in central California. The full-size course is yet another interesting prototype for a model raceway. The interest of a nice set of different radius "ess" curves on the right of the course, along with some tighter "wiggles" on the left is nicely balanced by an uninterrupted straight all along one side. This is one plan where the advantage of a hand-routed track (plan number 2) really shows up. Notice the long, sweeping "ess" bends that are only possible with hand-made track.

The number one plan shows the general shape of the real Vaca Valley Raceway. We try, within the limits of space available to most home-racers, to capture the more significant corners that make the full-size track different and interesting. Please note that the SMALLEST size of track possible is used in the plans in this series. By adding track sections (or merely routing larger radius curves and longer straights on the number one plan) the size of any of these tracks can be increased indefinitely. The most desirable length per lap seems to be between 50 and 100 feet in 1/32 or 1/24 scale, and about 20 to 40 feet in HO. Most will find, however, that it is more enjoyable to race on a track that is not folded back over itself too much, hence, it is generally best not to squeeze more track in a given space than the plans indicate. The space around the edge of the track is also essential to allow the tails of the cars to drift out without hitting a wall or falling off the table.

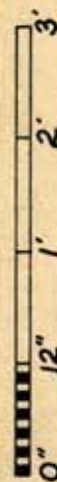
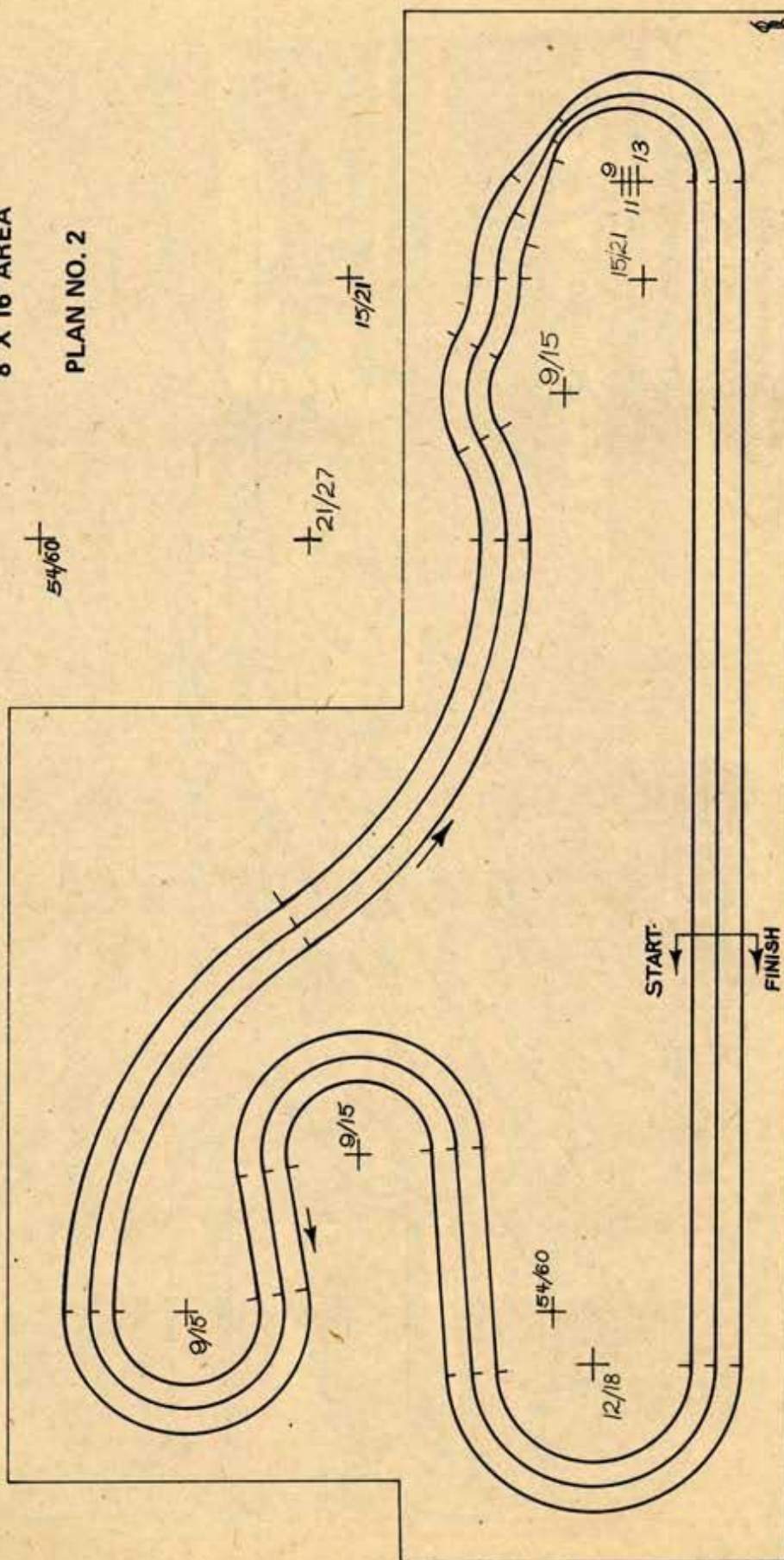


VACA VALLEY RACEWAY,
near Vaca Valley, California
Approximately 2.1 miles per lap
PLAN NO. 1



VACA VALLEY RACEWAY,
 near Vaca Valley, California
 Approximately 2.1 miles per lap
 FOR 1/32 SCALE CARS—3 LANES
 FOR 1/24 SCALE CARS—2 LANES
 APPROX. 43' PER LAP
 8' X 16' AREA

PLAN NO. 2



PLAN NO. 3



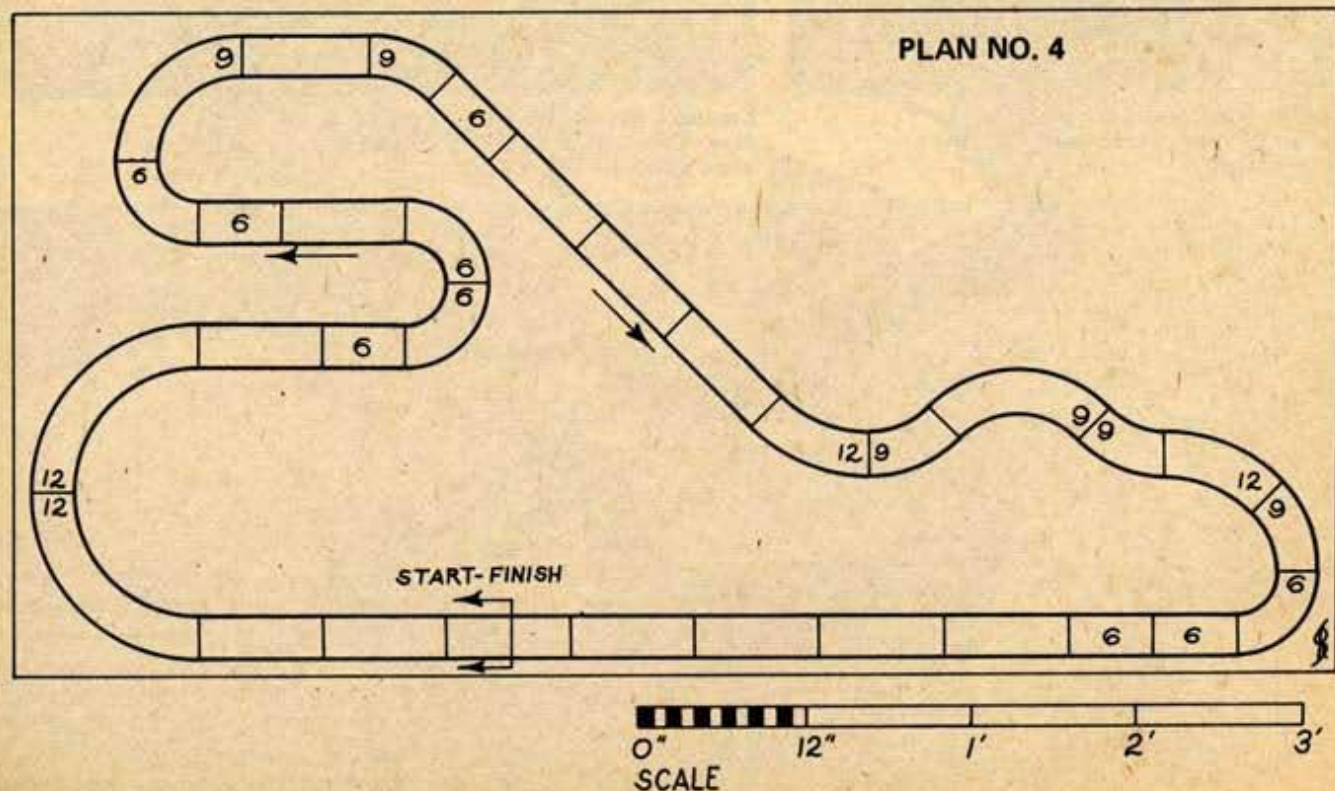
BRAND	SCALE	LAYOUT SIZE	STRAIGHT TRACK REQUIRED*	CURVED TRACK REQUIRED+	AVERAGE LENGTH/LAP
Atlas Aurora Lionel	HO(1/87)	4'X8'	5-6" sections	4-1/4 circle 6" radius 4-1/8 circle 9" radius 2-1/4 circle 9" radius 2-1/8 circle 12" radius 2-1/4 circle 12" radius	23 ft.
Eldon**	1/32	6'x10'	29 standard	22 standard	29 ft.
Lionel** (Standard Scale)	1/32	6'x10'	3 half 28 standard	22 standard	29 ft.
Wrenn**	1/52	4'x8'	16 standard	8 inner 14 standard	22 ft.
SRM**	1/40	4'x8'	4 half 13 standard 6	8 inner 6 standard	22 ft.
Scalextric**	1/32	5'x9'	3 half 13 standard	6-45° inner 6-90° inner 2-90° standard	26 ft.

* NOTE: Radius is measured around outermost edge of circle formed by sections.

** NOTE: The number of sections for these brands is only an estimate.

+ NOTE: Deduct any special, standard length, straight length, straight sections from this total.
(Examples: chicanes, lap counters, adaptors, etc.)

VACA VALLEY RACEWAY,
near Vaca Valley, California
Approximately 2.1 miles per lap
FOR HO SCALE CARS—2 LANES
APPROX. 23' PER LAP
4' X 8' AREA
ALL STRAIGHT SECTIONS
9" UNLESS MARKED



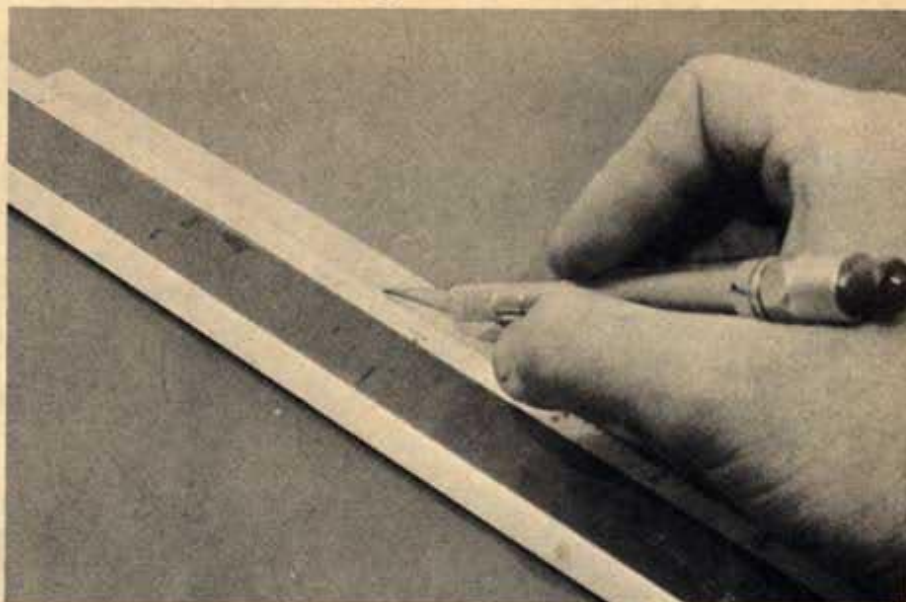
BACK TO BASICS

How to chop tops

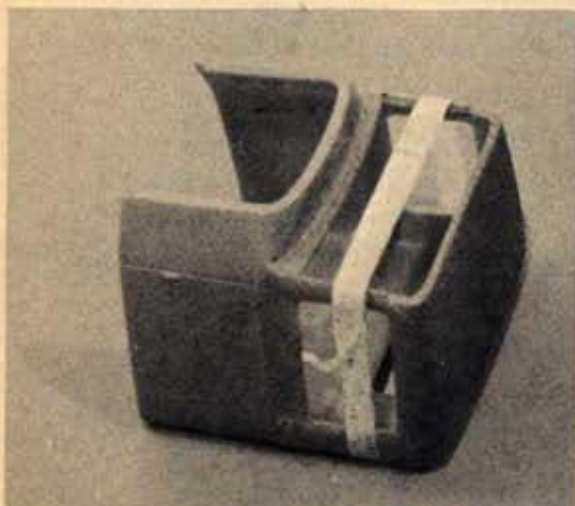
For many years, the easiest way to customize a car has been to "chop" it. The older cars such as the Models "T" and "A" benefit more from this operation than would a newer car.

If you are new to modeling, try your hand at chopping an older car such as the '34 Ford pictured here. The newer cars require a different technique and a little more advanced skills.

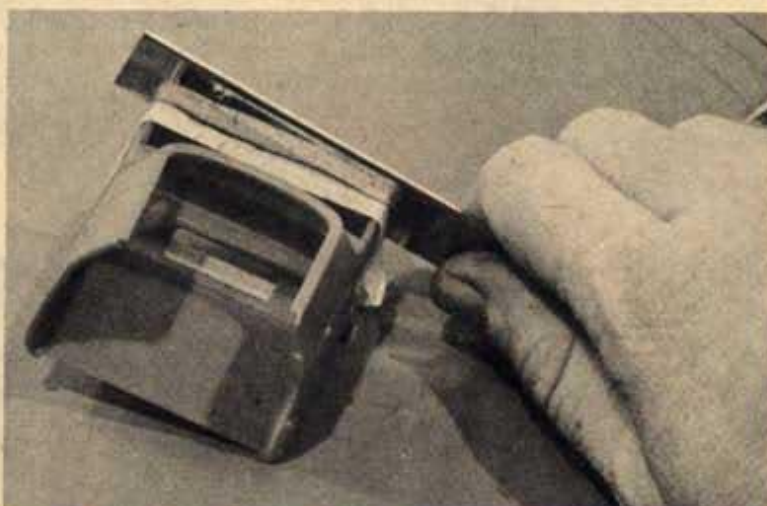
You will need a razor saw, X-Acto knife, sandpaper, AMT putty, alcohol, Revell "S" glue, ruler, masking tape and AMT primer to complete the job.



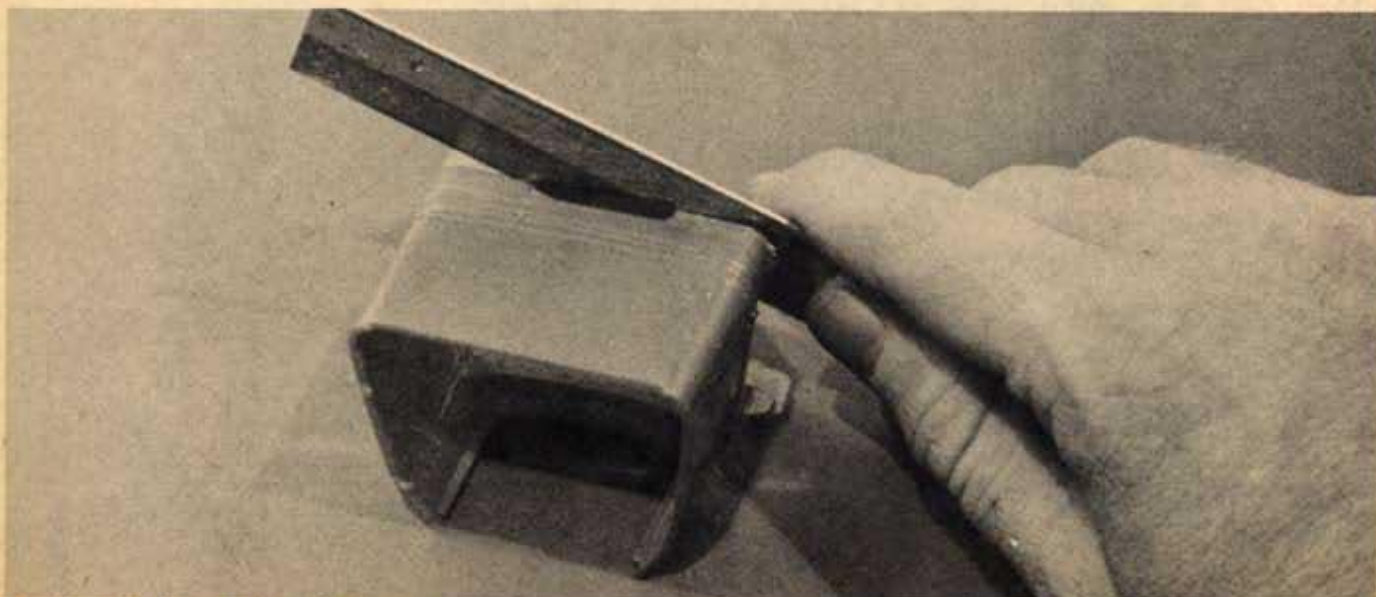
Cut a piece of masking tape as wide as the amount of height you'd like to remove (approximately 3/16").



Wrap the tape around the center of the windshield area. Make sure that the tape is straight.



Carefully cut along the top edge of the tape. Care taken here will mean less work later.



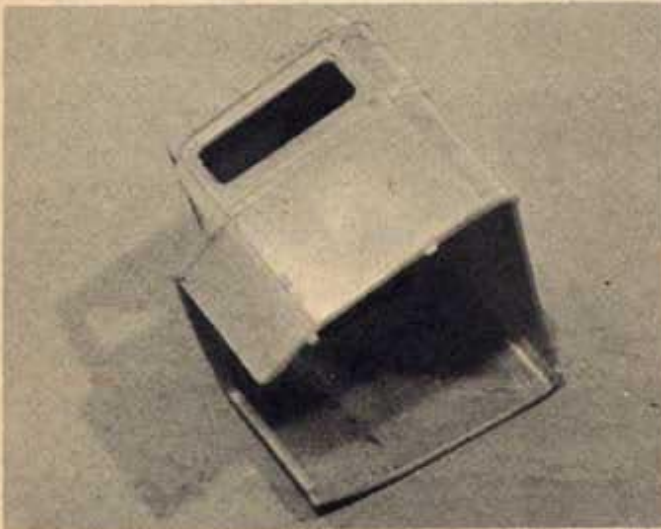
Cut along the bottom edge of the tape.



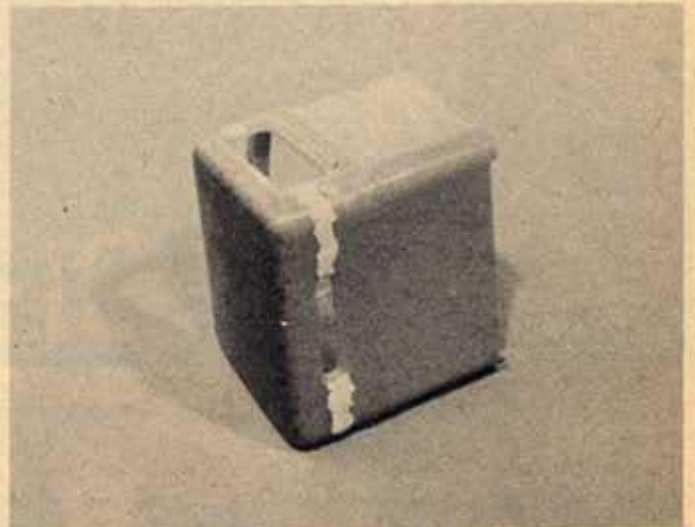
Sand the pillars on the lower half of the cab until smooth and without burrs or rounded edges.



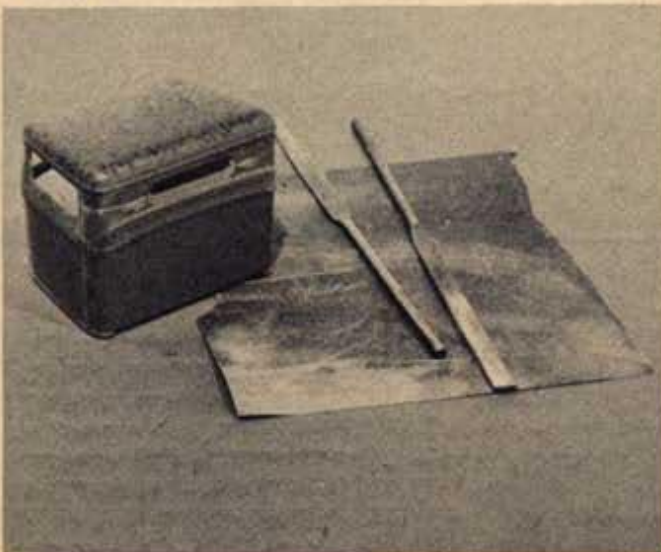
Sand the top pillars while checking frequently for a fit to the lower half.



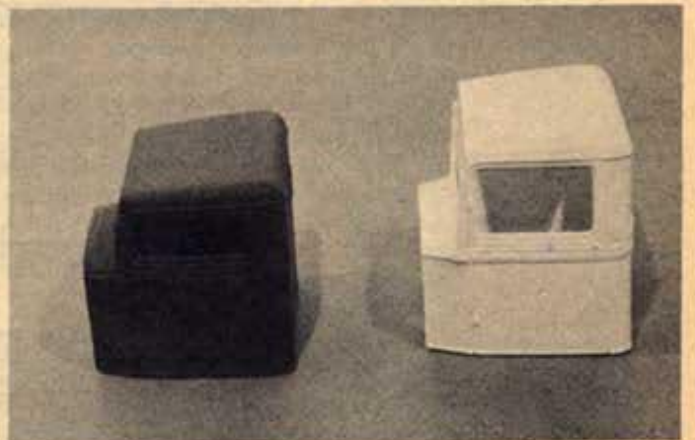
Glue the top and bottom halves of the body together using as little glue as possible.



Fill in any imperfections with AMT putty. Rubbing alcohol is useful in smoothing or thinning the putty.



File and wet-sand (600 grit) the body until smooth.



Heat AMT's Hot Rod Primer in warm tap water and spray the entire body. If the body is less than perfect just wet sand and re-primer until it is just how you want it. The difference between the stock and chopped versions is startling and easy.



SUPER CHEV!

Robert Schleicher

COMBINE A PAIR OF KITS
TO MAKE THIS FANTASY
FUNNY CAR

The earmark of the experienced modeler is his ability to transform his imagination into reality. Many of the model car contest winners produce miniatures that would be the envy of a full-size car builder. There is, to be sure, a super satisfaction in assembling an exact duplicate of some full-size car.

If you expect your own car designs to be convincing, you must be sure to at least follow the general trend of full-size car design. A careful study of the full-size show and drag cars can give you all the information you need to turn your imagination into a fully credible model.

The modeler has several things going for him that would make him the envy of any full-size rod and race car designer. A model of a wild car design can be constructed for only a few dollars—not the thousands of "big bucks" a real car builder must spend.

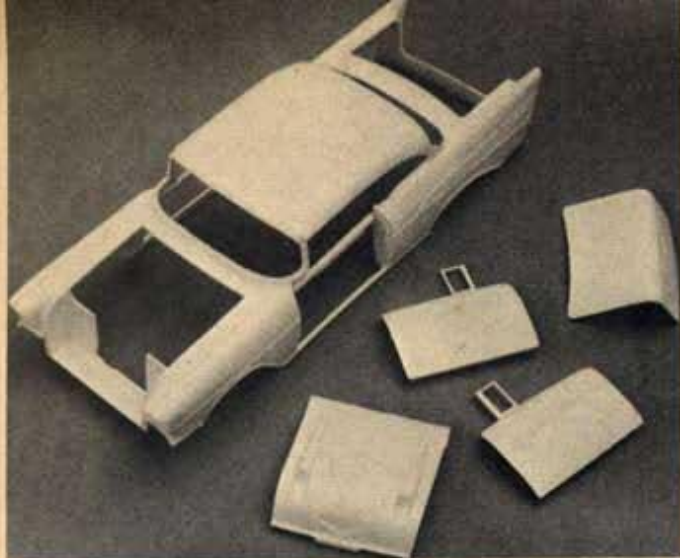
"The Snake" is an example of one modeler's imagination at work. The snake concept was derived from an existing model airplane marking decal, with grass-like flames sprouting across

the bottom of the car, and a lime gold and green paint scheme to accent the stark white/red colors of the snake decal. Any stock kit and body could have been used, but the '57 Chevy seemed the best choice since few funny cars have appeared in this form. The Revell '57 Chevy chassis would also have been most suitable since it includes all of the optional parts to convert the stock sedan into a gas class drag racer.

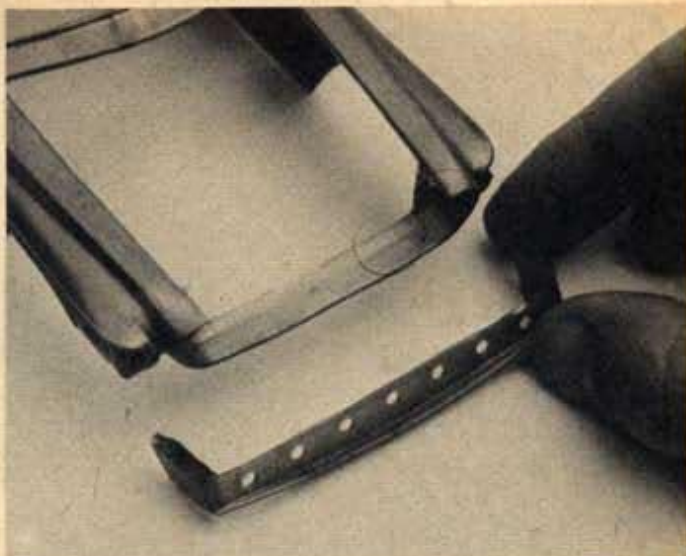
A wild body, like "The Snake," seemed to demand an equally way-out chassis—a funny car-type. Revell's "Dodge Revellion Funny Car" filled the bill nicely with its basic rail design and appropriate wheels and tires. Naturally, the Revellion's Dodge power plant had to make way for a Chevy, but the "Zoomie" exhaust and bell housing were adapted to the Chevy block. You can build your own duplicate of "The Snake"—rest assured this particular model will never appear in any model car contests—or you can use the basic "snake" decal idea to make your own variation from a Ford or Chrysler-based car.



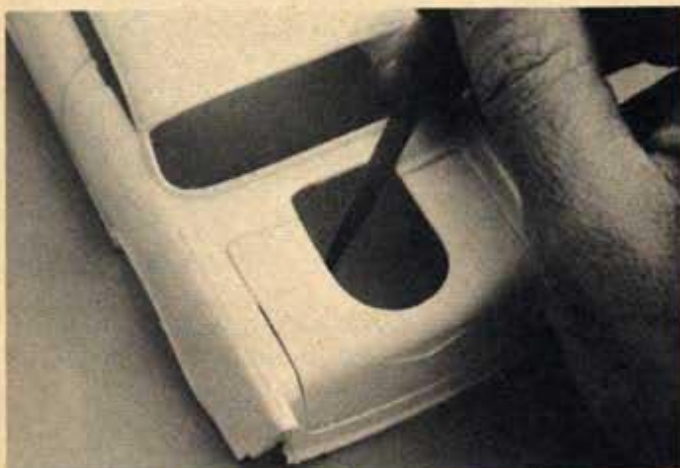
"The Snake" fantasy funny car is based exclusively on stock parts. Body and engine from Revell's '57 Chevy, chassis and wheels from Revell's Dodge Revellion Funny Car, lettering from LetraSet, and snake decal from ABT's #26 model airplane decal set for the Stuka dive bomber. Your local shop should have all the parts. The ABT decal set is \$1.00 from John W. Caler, 7506 Clybourn, Sun Valley, Calif. 91352.



Only these body parts will be used from the Revell '57 Chevy. Do NOT cut the scrap sprue from between doors; it will serve to reinforce door. Glue doors, hood, and trunk lid into body.



Cut the lower spoiler from beneath the Revell Dodge Revellion grill with a jeweler's saw or a hand jig saw.



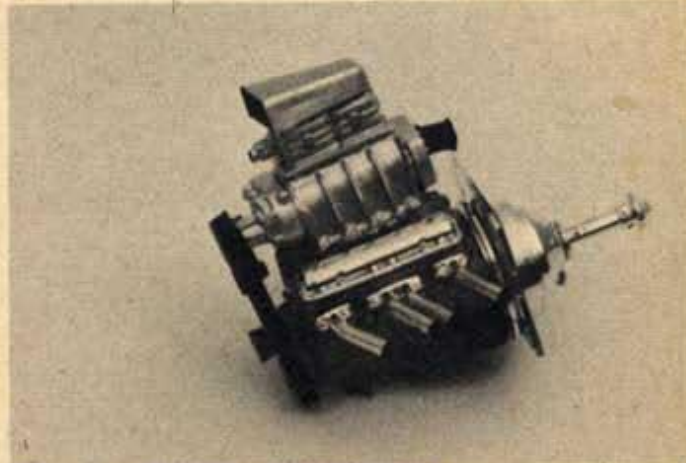
You can use a hot knife or a motor tool with a grinder bit to cut the U-shaped driver's cockpit in the Chevy's trunk. Finish off edges with a jeweler's file.



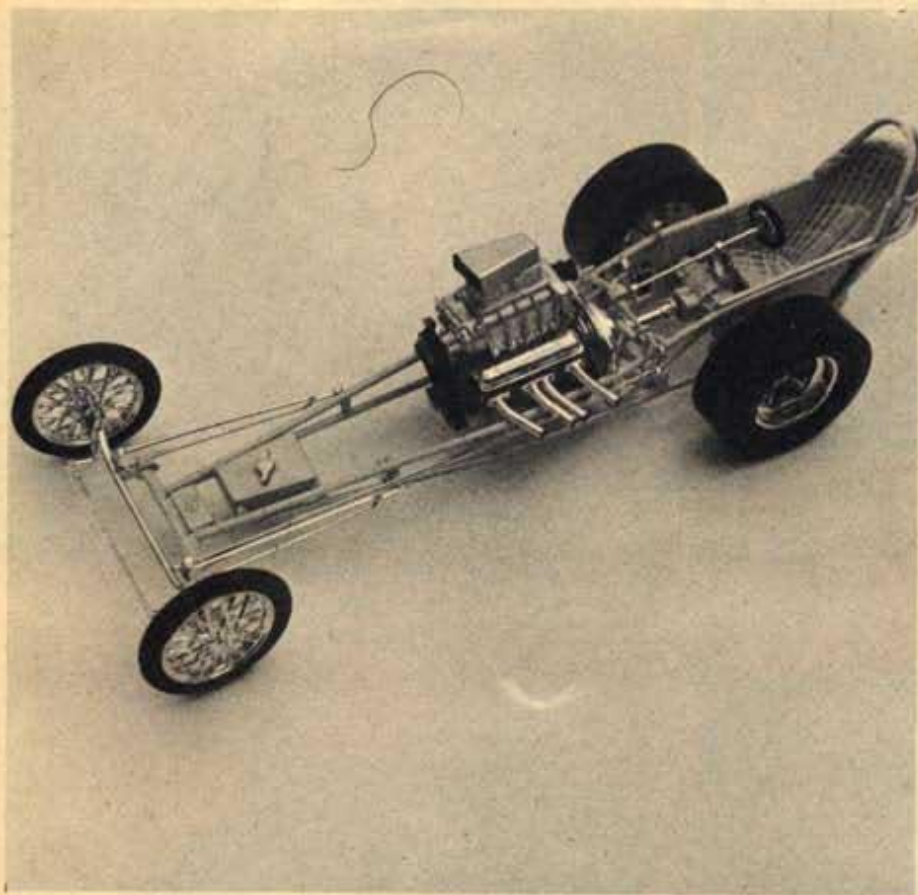
Glue the Dodge lower spoiler to the front edges of the Chevy wheel cutouts, prime and paint body.



Cut the body supports from those supplied in the Dodge kit. Rear mount is used in same way as in Dodge; front mount is cut in half on line shown and glued into Chevy body with open end toward rear and cut edge even with lower edge of windshield.



Supercharged Chevy V-8 is one of Revell kit options. Dodge headers were cut apart and glued on individually to match closer-spaced Chevy ports. Bell housing is from Dodge kit too.



Chassis and wheels are purely stock items from Revell Dodge Revellion Funny Car kit. Dodge bell housings allows Chevy engine to fit chassis easily.



"The Snake" lettering is applied first, followed by ABT snake decal. "Grass" is hand-painted with a number 0 brush.



Wavy, thin, lines of "grass" are easy enough to hand-paint if edges are outlined first, then larger areas filled-in. The random pattern makes it simple to cover any mistakes.

The Home Layout of the Month

Enter this new contest for 1/32 and 1/24 scale home tracks and win a one year subscription to MCS!



A few issues back we mentioned that we'd start a regular contest in MCS for the best home slot track layout if we got enough response. Well, we did! Here's the first winner, Mr. Norman Federico, of 736 Clinton Avenue, Kenilworth, N.J. 07033.

Norman's wife, Rosemarie, sent the photo in, stating that Norm was too modest to do it himself. Good on you, Rosemarie! It's a beautiful track. Rosemarie says it's 100' in lap length, takes up half of their ranch house cellar, and it took Norm three weeks to build it. The surface is made of flakeboard and it sets on double legs of 2x4's.

Norman, your one year subscription to MCS will be on the way shortly. Congratulations again.

The rest of you fellows can get busy. Take a good, clear black and white photo (or two) of your home track (this contest is for 1/32 and/or 1/24 tracks only, if you want to enter an HO track, enter through "The HO Scene" contest, elsewhere in this issue) to The Contest Editor, Dept. H, Model Car Science Magazine, 131 Barrington Place, Los Angeles, California 90049. He'll pick the winning layout each month.

Let's see those photos!



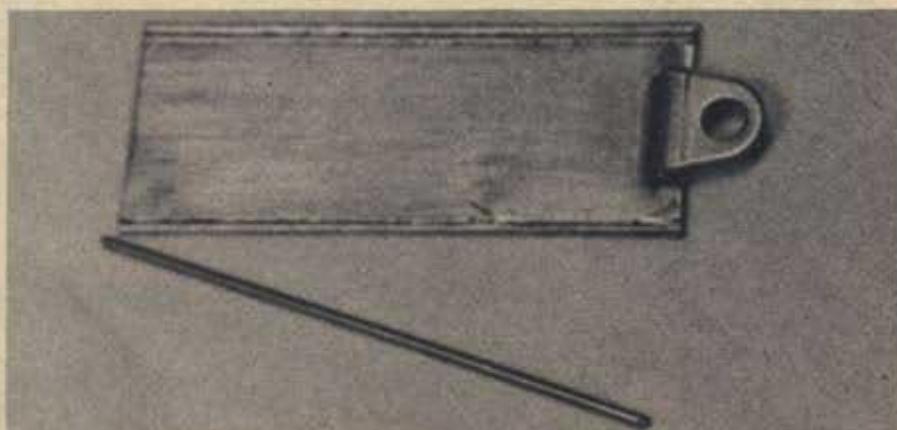


MANLY'S MIGHTY MANTIS

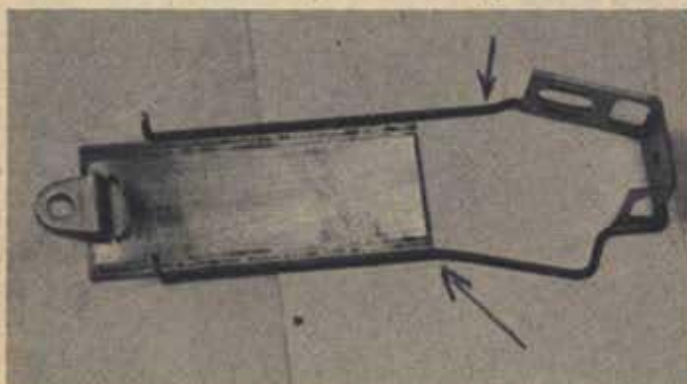
The latest in "Gatorland" pro machinery.

By Floyd Manly

This car depicted here is the latest in pro cars. The wide-wide drop arm is *heavy* and requires no extra lead weights. The bat pans are narrow and light, to let the body flop and flex all it needs to with the plumber rig hinged in *front* of the axle. The motor is Champion's fantastic "Big Chief" a revolution in itself, because it costs far less than most motors on the "pro" circuit. The spur gear is Champion's glass-filled nylon job, smooth and virtually unstrippable. The body is Russkit's "Mantis." The latest evolution in styles you'll see on the 1 to 1 scale tracks.



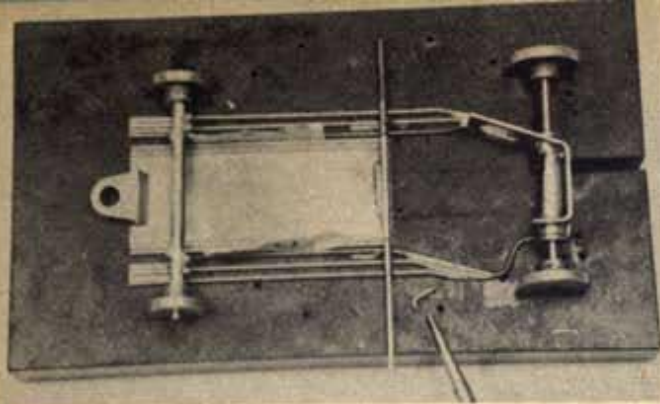
Start with a 1" wide drop arm and add two 1/16" brass rods to each side to give a width of 1-1/4"!



Build up a Ferret Phase III motor bracket and piano wire rails. Form as indicated to fit the wide drop arm.



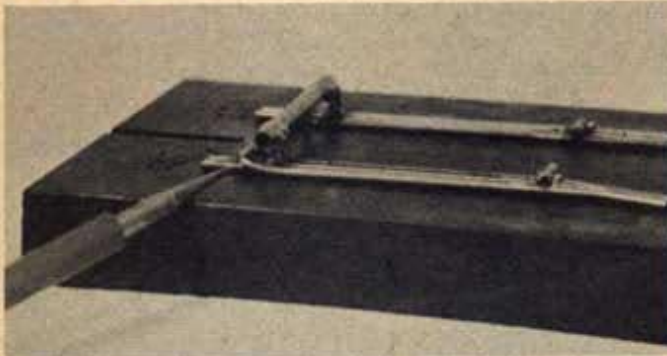
Add two more rod rails to each side, spaced 1/16". Attach the front axle tube by using "L" shape pieces of rod.



Space the drop arm with a matchbook cover on each side and solder the pivot tubes to the side rails. Brace with more "L" shaped rod.



Solder a 3/32" tube in front of the axle and bend *one* piece of 1/16" rod as shown for the "plumber" body mounts.



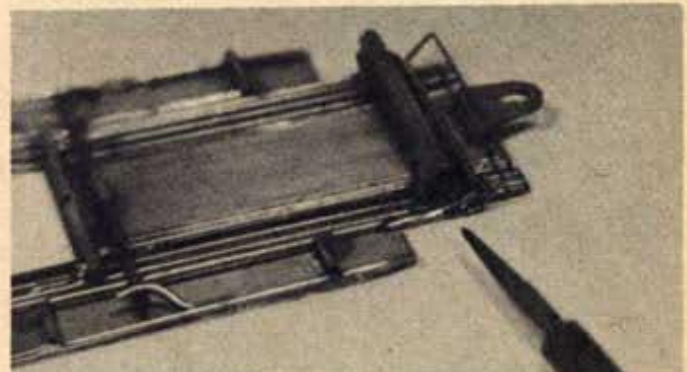
Shape each side of the plumber rod to lay flat on the track and parallel the side rails.



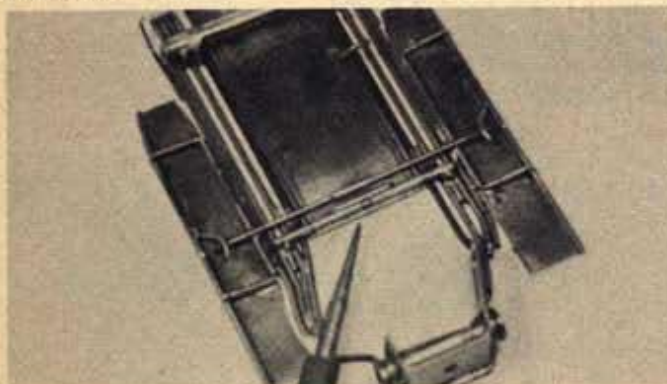
Trim up a pair of 1/32" bat pans for the width you want your body. Adel's Nibbling tool does the job so easy! Solder 3/32" tubes to the plumber rails for pan pivots.



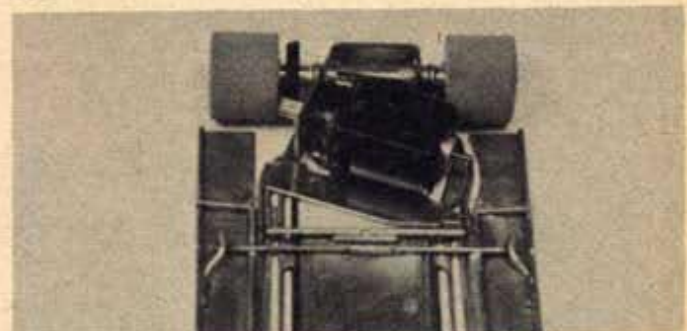
Rod along the outside edge of the pan adds strength. Solder the pin tubes to the pan and the rod. The 1/16" piano wire cross brace is soldered to the pan pivot tubes and plumber rails. The piece of 3/32" tube on the cross brace is a down stop and will rest on the drop arm.



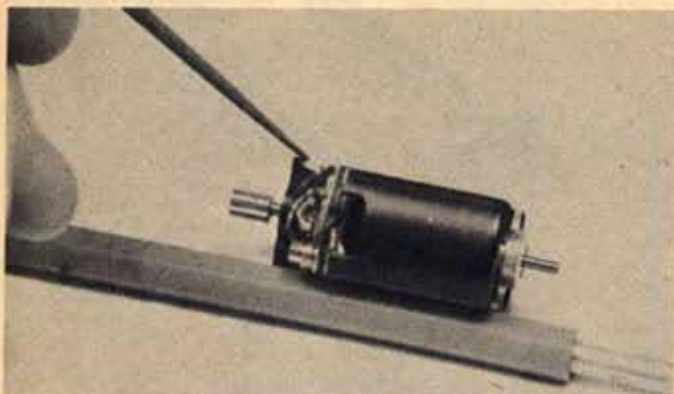
A 1/32" piano wire drop arm depressor is attached to the plumber rail on each side and rests on the drop arm. When the body rears up this depressor will push the drop arm deeper into the slot.



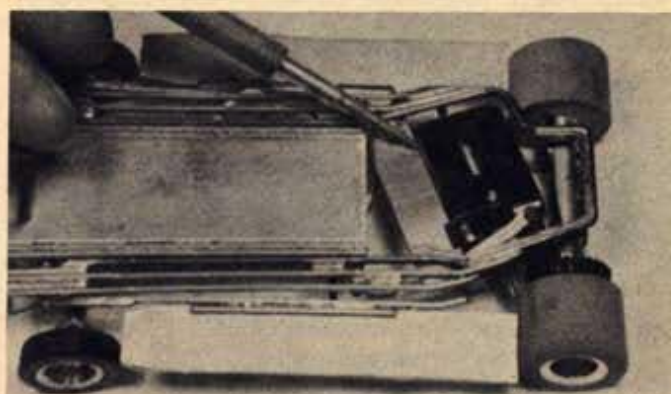
Mount the drop arm by filing a slot in the pivot tube and soldering. Note the drop arm and bat pan down limiters.



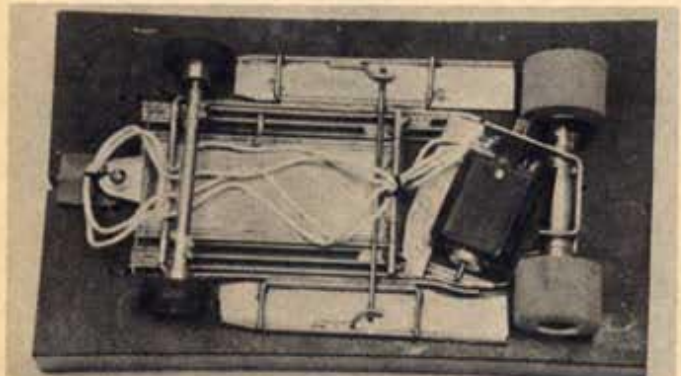
After setting up your gear mesh form a cross brace to fit snug against the motor, notch the brace to clear the motor spring post. Solder to the side rails.



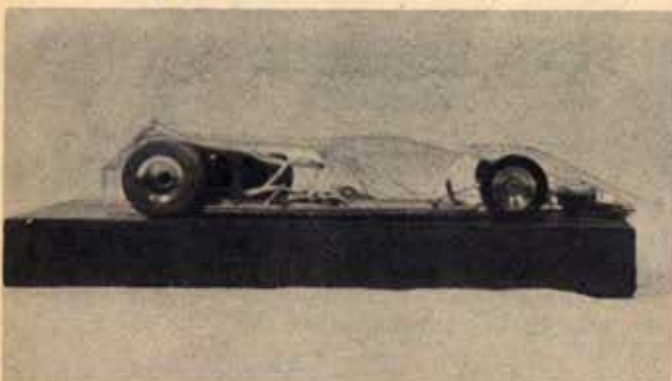
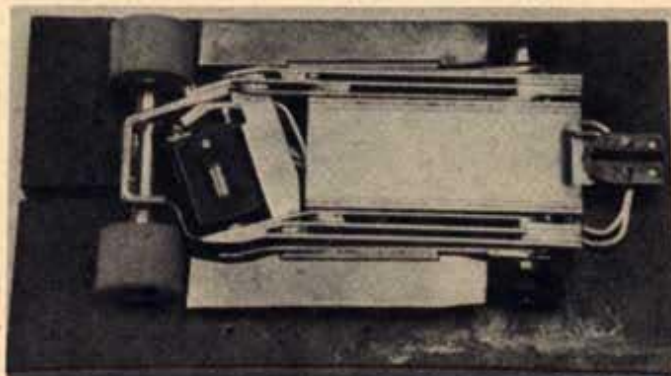
Notch the motor bell end approximately $1/16'' \times 1/8''$ on the *bottom* side. Check other photos to see how pick-up leads are routed *under* the motor.



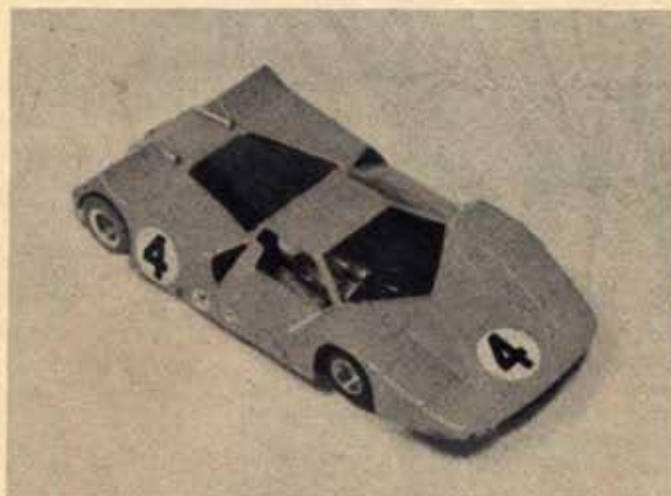
Scrape paint off the motor and solder directly to the cross brace. If you need to change gear ratios you'll have to move the brace too.



Study photos to pick up any details that may have been omitted in this abbreviated report. An up-stop for the bat pans is not shown. Add this behind the drop arm pivot tube.



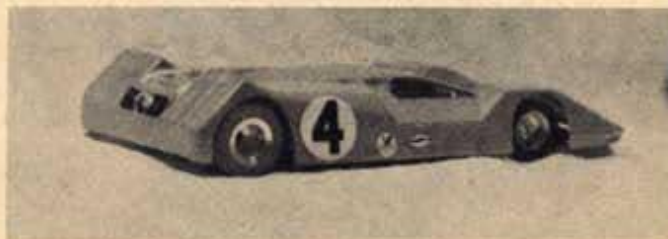
Fit the body, before painting, for ground clearance. Cut out the wheel openings and punch the holes for the pin body mounts.



Interior with driver. Detailed up with decals and air scoops cut out or painted flat black you're ready to run.



Headlight protectors are simulated by painting the same color as the body and dotting in some screws.



This body looks like it was designed by a diamond cutter and it handles as beautifully as it looks!

"CAPTION THE CARTOON" CONTEST

This is the simplest contest to enter and win yet! Just think up a gag line to this wild cartoon by Joe Puckett, then fill in the coupon and mail it as soon as possible.

If you don't win this one, watch for the next one. We'll be running one a month! And you can win a free one year subscription to MODEL CAR SCIENCE!



WINNER
OF THE APRIL
CONTEST

Lewis Wagoner
Sunset Drive
Sparta, N.C. 28675



Congratulations Lew! You win a one year subscription to MCS for your effort! You'll get your first issue in about sixty days.

Clip and mail today! Win a one year subscription to MODEL CAR SCIENCE

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My gag line is _____

Name _____

Address _____

City _____ State _____ Zip _____

June 1969/33

We have a feeling there's
a new master model builder
on the scene.

A STAR ASCENDS! ★

There's a new star ascending over New Zealand, and we hasten to recognize it, and welcome it. "It" is really "he"—Robert Gwynne, of 28a Taylors Avenue, Fendalton, Christchurch 5, New Zealand, a 22 year old specialist in one of New Zealand's largest jewelry manufacturing houses.

Robert hopes to make a full-time career out of building quality models such as the beautiful, 16" long Lotus 32 that you see here. He has approximately 2,000 hours invested in this car, spread over a three-year period of time.

The body is made of balsa, coated with seven coats of green paint, three yellow and five special varnish, for a total of 15 coats. The cockpit features a detailed instrument panel, gear shift knobswitches and a very detailed steering wheel. Chromed rear-view mirrors flank the cockpit, with real glass inserts. The car is scaled to the exact dimensions of the real Lotus (1/10th scale). All of the suspension parts are chromed brass and steel. The wheel rims are aluminum with wood (!) tires.

The car was driven by the late Jim Clark in the 1965 Tasman series.

Robert's latest venture is a McLaren-Ford M7A, in the same scale. Phil Kerr, of McLaren Motor Racing Ltd., has been giving Bob assistance, providing him with patches of leather, samples of paint, etc. Cosworth Engineering has provided him with detailed engine drawings. The timing gears, induction bellmouths and cylinder head covers are already finished, Robert reports.

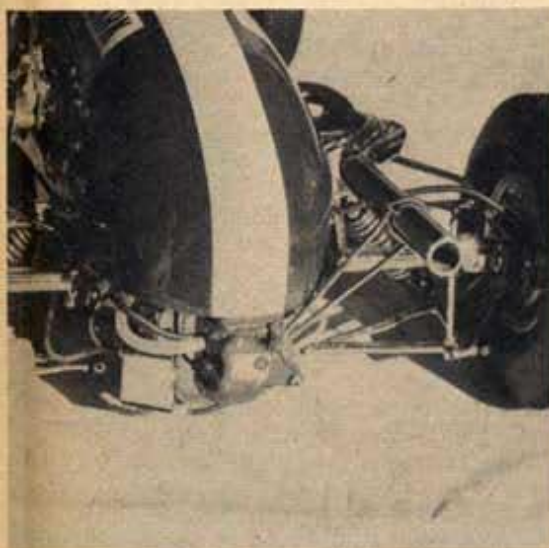
If any of you readers are interested in contacting Robert Gwynne, he's ready and willing to talk. Please, serious inquiries only, due to the expense of airmail postage and the time that it takes to answer the flood of letters that such an article like this brings.

Beautiful work, Bob. We wish you all the luck in the world.

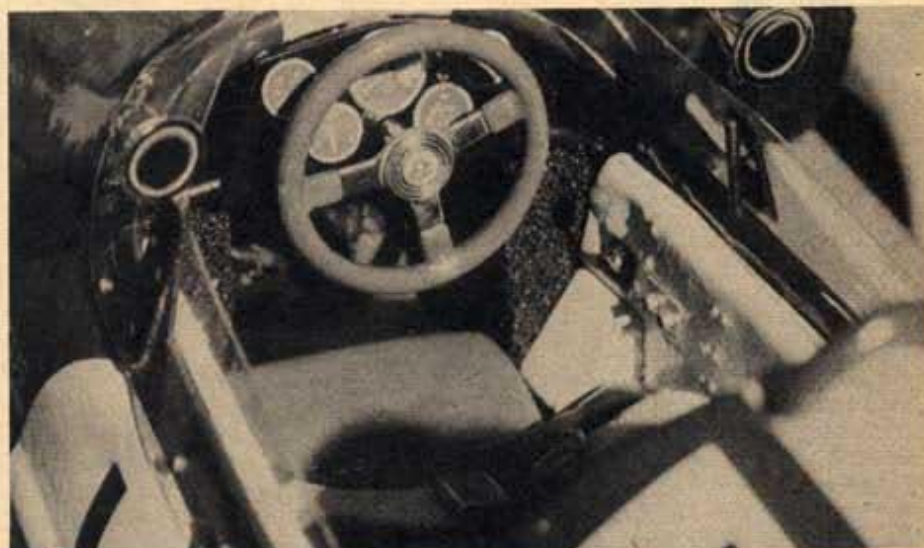
The late, great Jim Clark inspects Gwynne's model of his Lotus 32. He loved it, and so did . . .



World Champion, Graham Hill, and Piers Courage (left) and Jochen Rindt.



Rear view of the suspension and gear box detail.



How's that for cockpit detail?



Bruce McLaren holds the model while Gwynne stands by.



Robert Gwynne's Lotus 32 is 16" long, and just plain beautiful!

THE BONNEVILLE BLOWTORCH

Add a little "fire" to your static models!

By Ted Sherman

Now and then the average static car builder gets the urge to see one of his creations "go." When this happens, the builder decides to stick a gas or electric motor into one of his cars. Usually the builder finds out that the motor or batteries just won't fit in, and the car is retired to the "Models to Finish Someday" pile. This article shows how to make a fast and inexpensive converted "static" car.

The model modified was an AMT Ford "Levacar." This is an actual scale model of an experimental airlift-type vehicle introduced by Ford in 1959.



These are the parts which will be needed.

The car was to have no wheels, and ride on a thin film of air in a 200 to 500 mph speed range. The Levacar was made out of lightweight aluminum, and was powered either by a piston engine or a gas turbine.

It wasn't possible to make the model an air cushion vehicle, so a tricycle type of wheel tread was made. The wheels are concealed in the body,



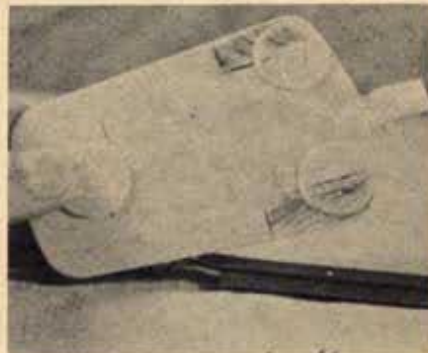
Construction is begun by first gluing the two body halves together.

but no real attempt was made at hiding them. If you like, you can put them on the outside of the body using wide tread wheels like a dune buggy.

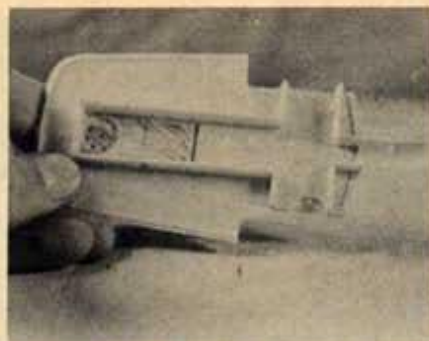
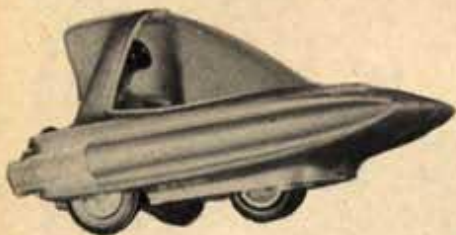
The wheels used were the rear set of wheels and metal axle of an MPC '66 Dodge Monaco. The axles have to be cut to fit the car. Any set of wheels can be used as long as it has a metal axle. I used the front wheel from an MPC Cosma Ray. If you want a really fast car, use ball bearing wheel, such as the ones by Buzco, used for slot cars.

The unconventional powerplant is a Jetex 50 rocket engine. The Jetex engines use an inexpensive fuel pellet, and can be reloaded. Don't try to use anything bigger than the 50 engine, there isn't enough room in the model for proper heat ventilation. The Jetex engine is safe, but do not try to use it indoors—the fumes are dangerous. Outside, the engine is safe.

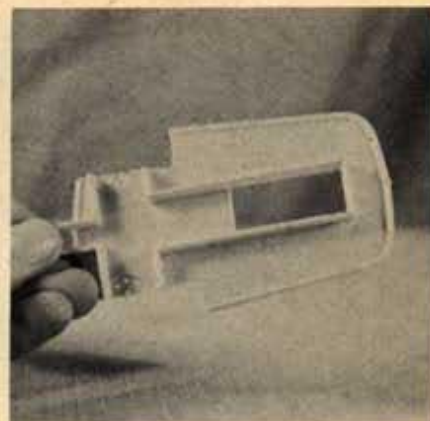
If you can't get the AMT Levacar, try America's Hobby Center in New York, or write to AMT. The Jetex engine can also be found at AHC or from Polk's Hobbies in New York.



Cut out the rear wheel channels using either a razor saw or X-acto's soldering knife. Although the size depends on what size wheel you use, mine was cut 1" by 3/16".



After the rear wheel channels in the base are cut, measure and cut the front wheel well. To cut this out, drill a hole big enough for a razor saw, and then cut out the well opening.



This is how the finished cut-out base should look.



Take the air chamber cover from the kit, and cut out the front which would be over the front wheel well. This should be one inch, depending on how big your wheel is. Also cut off the ends of the top of the "T."



This is how the completed air chamber cover should look. Take a drill bit as big as your axle, and drill a hole for the axle. Do this in a vise.



Put the front wheel together by gluing it between two hub caps. Drill a hole for the axle.



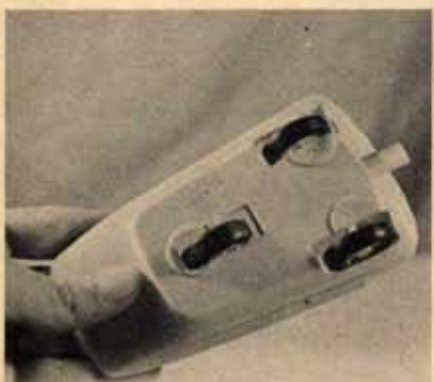
The rear wheels fit on the air chamber cover like this. Glue the cover to the base.



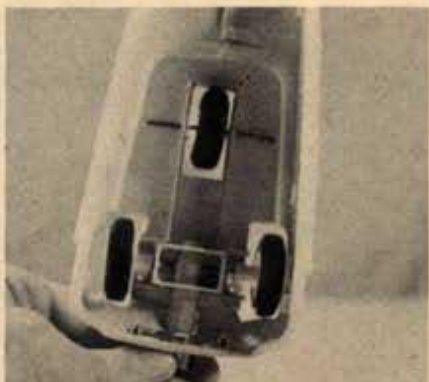
A hole is drilled in the front wheel well for the axle, then the wheel is pushed into place. This is how the completed base should look.



Now the body is cut to receive the over-lapping rear wheels on the base. The amount you cut off will again depend on how big your rear wheels are.



The base is now glued to the body. Make sure your wheels clear the body before gluing it on.



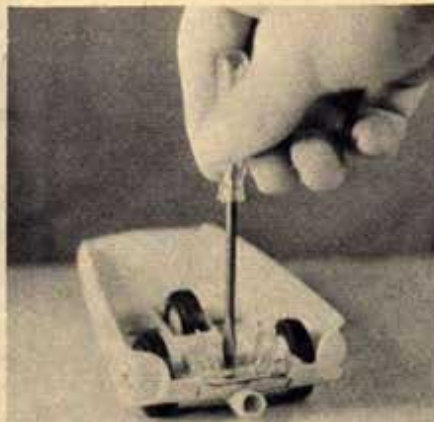
Here is the top view of the bottom. You should now lubricate the axles so the wheels will turn smoothly.



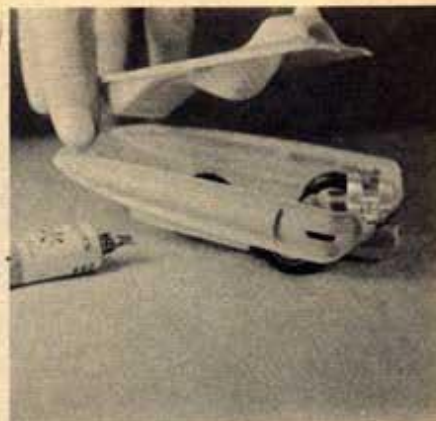
Now you put in the car's powerplant. This is a Jetex 50 rocket engine and fuel.



To install the engine mount, first cut away the cross-piece on the body with the saw. Take a piece of wood, cut it so it clears the rear wheels, and wrap it with aluminum foil. Glue it into the back.



Drill a hole and screw engine holder into wood mount and car.



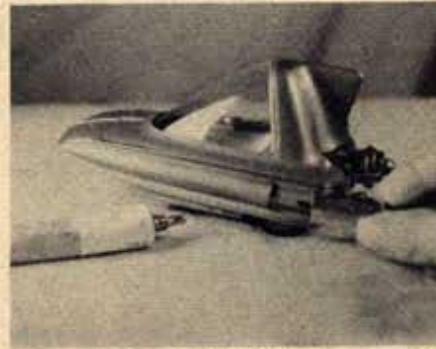
Glue the interior into the body. There is nothing to cut away.



Slide the engine into place and cut out back of body for engine. Do this carefully with a razor saw. Do not glue top into place.



Spray the car. Slide out the engine and tape up wheels and engine holder. Then spray the car and the top, any color. I painted mine metallic blue. The interior was painted black. Glue in the chrome controls.



Cement the windshield in the top. Do not use plastic glue; this will frost the windshield. Use epoxy cement. Also glue in chrome exhausts.



You may now either glue on the top, or install a car hinge from Auto World for display.



The finished car. Beautiful, huh?



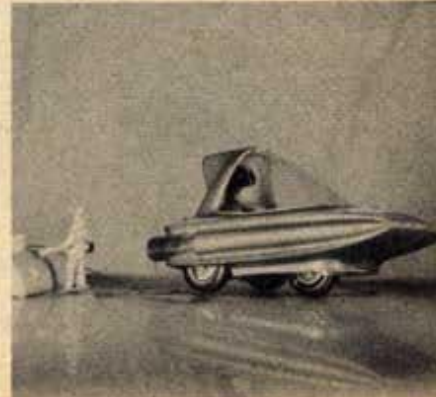
The Jetex is now loaded according to instructions.



The Bonneville Blowtorch is now ready for ignition.



Try the car out on as smooth an area that you can find. Don't use it inside. A blacktop area should be satisfactory.



Would you believe fueling up with lox and liquid hydrogen?

One man's answer to the question "How do you build a real 'going' HO car?" is shown on this page. Gerald Johnson, of Kansas City, Missouri, built these beauties to compete at Dunn's Hobby Den, 7114 Prospect, Kansas City, Missouri. They do more than complete, they WIN!

HERE'S THE WAY HO WINNERS ARE BUILT IN KANSAS CITY!

ONE MAN'S ANSWER

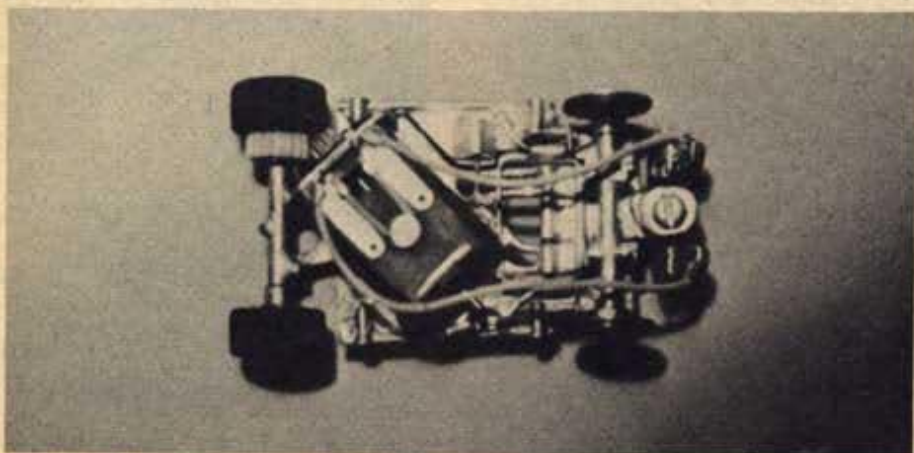
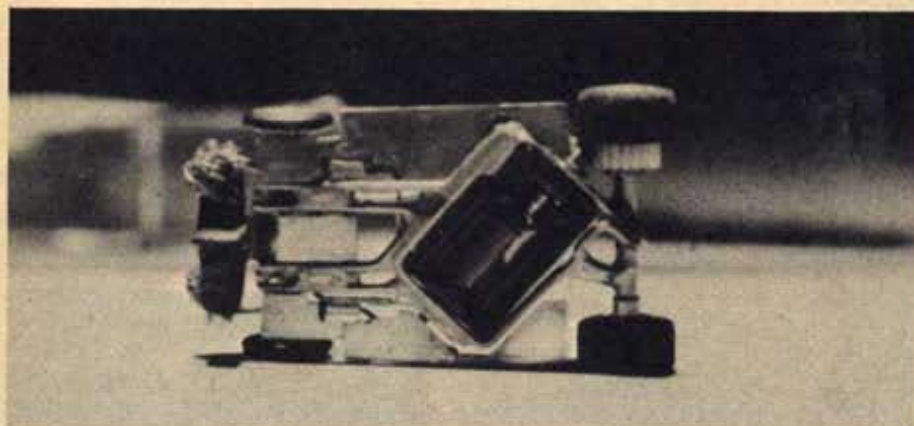
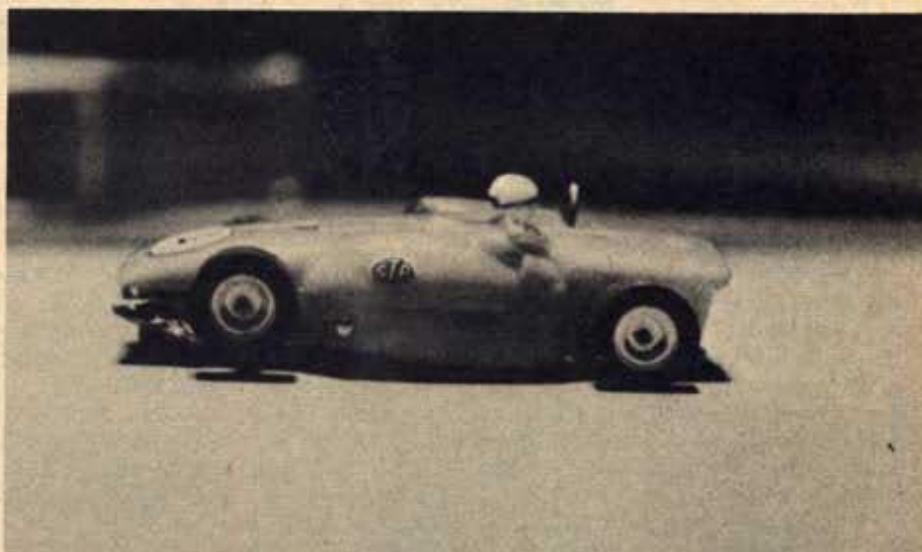
Both are powered by Aurora "N" gauge train motors (!) and since their creation, nothing has been able to get close to them.

The pan chassis is complete with plumbers, and the wire is an iso-fulcrum.

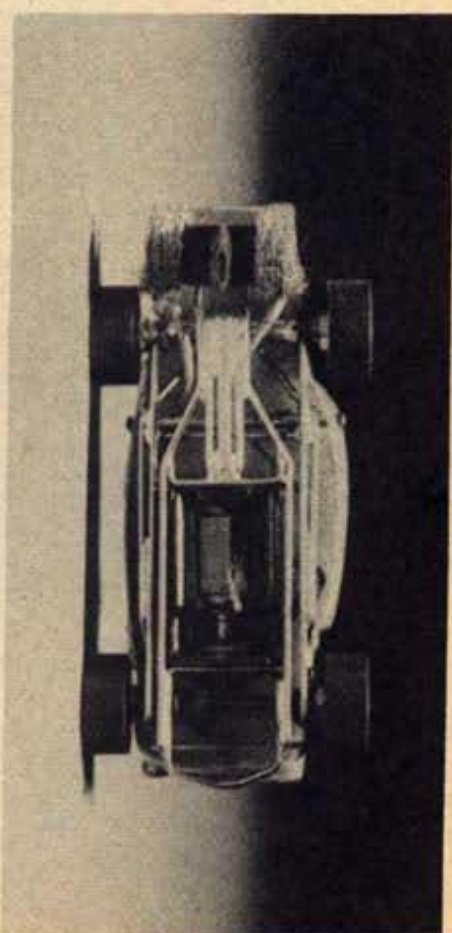
Gerry held the lap record at Dunn's Hobby Den in 1/24th scale for about a year, racing on their concrete and asphalt track, before it was broken by Larry Flatt.

Gerry started experimenting with HO this winter after an "HO Night" was started on the 1/24th scale track.

Beautiful, Gerry. And you can thank Joyce Dunn, of Dunn's Hobby Den, for supplying us with the info and photos. Your cars should be a source of inspiration to other HO builders.



Top and bottom views of Gerry Johnson's pan HO chassis, complete with plumber setup and Aurora "N" gauge train motor.



Larry's Iso-Fulcrum chassis also uses an Aurora "N" gauge train motor.

By Robert Schleicher

BUILD "FEATHERWEIGHT" BODIES

Or any other component! Use Mattel's "Vac-U-Form" machine.
Here's how.

There is no question that the solid, injection-molded plastic bodies offer the best detail. There is also little doubt that the clear plastic bodies are lighter and more flexible. The "perfect" body would be one that combines the detail possible in an injection body with the lightness of a clear plastic one.

The Mattel "Vac-U-Form" can be an inexpensive answer to this problem of combining the advantages of injection and clear bodies. The 2-5/8"x3-5/8" forming chamber in the machine is large enough to allow a complete HO scale body to be formed in one piece. Before attempting to mold a complete body, you should become familiar with the methods and limitations of the vacuum forming process by duplicating smaller parts.

For 1/32 and 1/24 scale racers, the

vacuum forming machine can be used to trim precious ounces from an injection-molded body by substituting lighter parts, duplicated in the Mattel Vac-U-Form. We replaced both windows and interior in a Monogram 1/32 scale Ferrari 330/LM, but the same technique can be used to form any window or interior for any 1/32 or 1/24 scale car.

The principle of vacuum forming is simply to pull a hot plastic sheet tightly over the contours of the vacuum forming chamber. The body, or windows, or whatever you wish to duplicate, is placed in the chamber. A vacuum is created under the chamber by pumping out most of the air, and the pressure of the atmosphere forces whatever is placed over the chamber to conform tightly to the shape of whatever is inside. The plastic is held in a

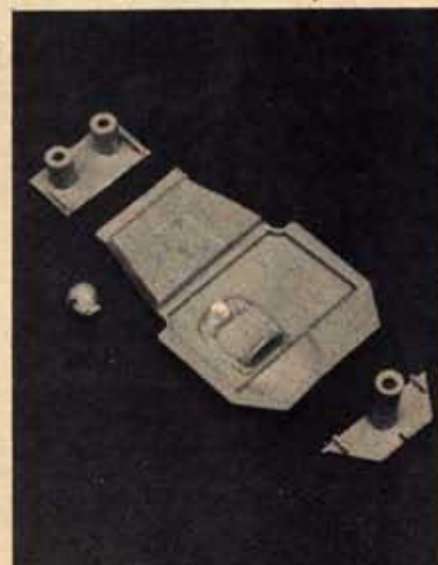
frame that is hinged to fall directly over the forming chamber. A heating element beside the chamber heats the plastic until it's soft and pliable. You then swing the frame (holding the plastic) from over the heating element to the top of the chamber and, with your free hand, pump the air from the chamber. Almost instantly, the warm plastic pulls down tightly around the contours of the part you placed in the chamber. The plastic is removed; from the frame and trimmed to size to complete the windshield duplicate. It may take a few tries to coordinate the placing of the plastic with the proper hand pumping, and to get the plastic heated to the exact right temperature. Too hot, and the plastic "clouds," too cool, and it will not form properly. We found three to five minutes to be about right. Soon, you can duplicate any part that will fit the chamber, or you can carve your own bodies or parts and duplicate them. The basic methods are here. The rest is a matter of patience and practice.



The Vac-U-Form machine incorporates its own heating element and a hand operated vacuum pump.



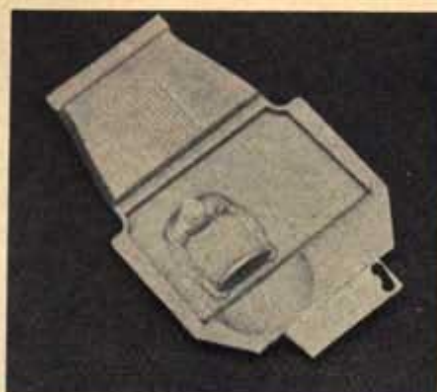
The windows and interior of most injection molded bodies add unwanted weight, making the car top heavy. Removal, even from a ready-to-run car body like the Monogram 330 LM, is simply a matter of prying them out. The interior and windows of the 330LM Ferrari will be replaced with ultra light vacuum formed duplicates.



The front and rear body mounting posts must be cut from the Monogram interior piece. Heavy interior (center) is the pattern for the vacuum formed replacement.



The mounting side of the front post must be hollowed out, as shown, to provide clearance for a new interior.



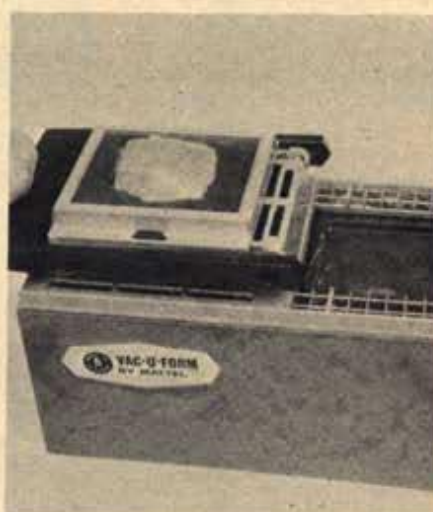
The front of the cut-away interior is extended with a flat piece of scrap plastic, glued in place.



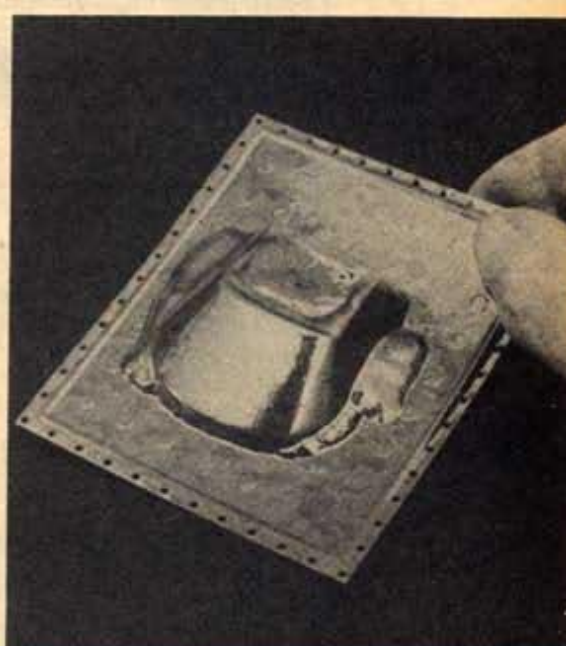
Play-Doh (children's clay) was used to fill the interior. It is a water-base clay that will air harden. The Play-Doh must completely fill the interior of the window to keep the plastic from melting or collapsing under vacuum.



The pattern is placed on the plastic platform over the tiny vent holes. The plastic is held in the Vac-U-Form by many tiny pegs engaging similar holes in the plastic sheet, clamped in a frame.



The Vac-U-Form machine is plugged into a wall socket, to allow the heating element to heat the plastic sheet. Allow three to five minutes. When warm, the frame and plastic are lifted over the vacuum chamber, while the pump lever is moved to remove air from chamber. Atmospheric pressure forces the warm plastic sheet to conform to the shape of the object in the chamber in just a few seconds.



When cool, the plastic sheet can be lifted free of its frame and pegs with a duplicate of the window now shaped into it. The new window is now ready to be trimmed to fit the body. A sharp hobby knife will do nicely.



The body mounting posts are cut from the original interior and cemented into their proper places along with the filler piece. The body should be primed and painted before adding driver and windows.



Front window, with a gray anti-glare shield painted on its top half, and the headlight lenses, are epoxied to the body. Plastic cement can be used for driver and interior.

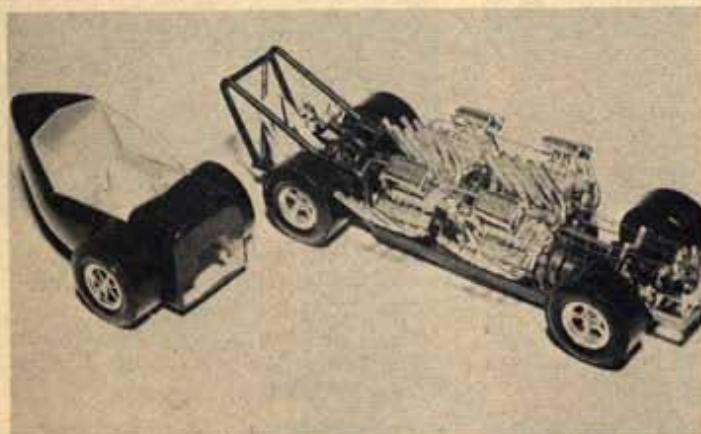


This particular Ferrari is painted yellow, numbered, and detailed to match the full size car that raced at the 1965 Nurburgring 1000km event.

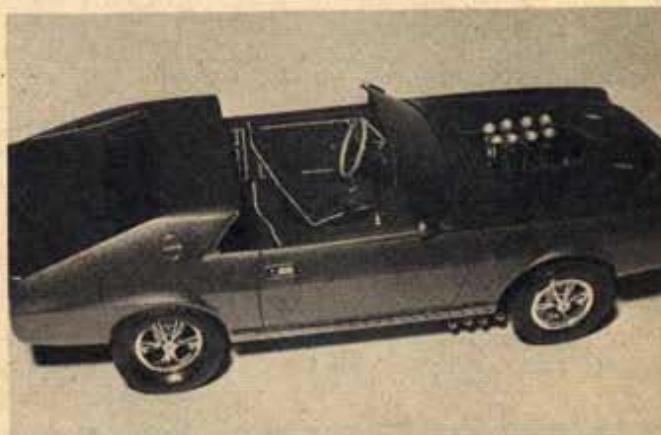
MORE MPC CONTEST WINNERS

Model Product Corporation's 1st Annual International Model Car Customizing Championship contests move on to New York and Detroit! Here are the results!

DETROIT* MICHIGAN: This edition of Model Products Corporation's 1st Annual International Model Car customizing Championship was held at Cobo Hall as part of the 17th Annual Autorama, North America's biggest custom car show which was attended by nearly 100,000 auto enthusiasts. The contest featured some of the most interesting entries to date. Due to the uneven number of entries received under the normal classification system, models were more appropriately regrouped and awards presented as follows:



1st Place Dragster Class- Ken Watson



1st Place Stock Car - Jerry Quirke



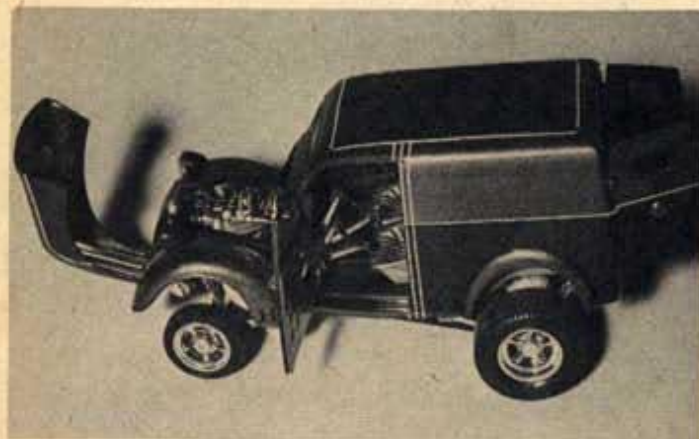
1st Place Rod - Bryan Wheeler



Best Paint - Ken Watson



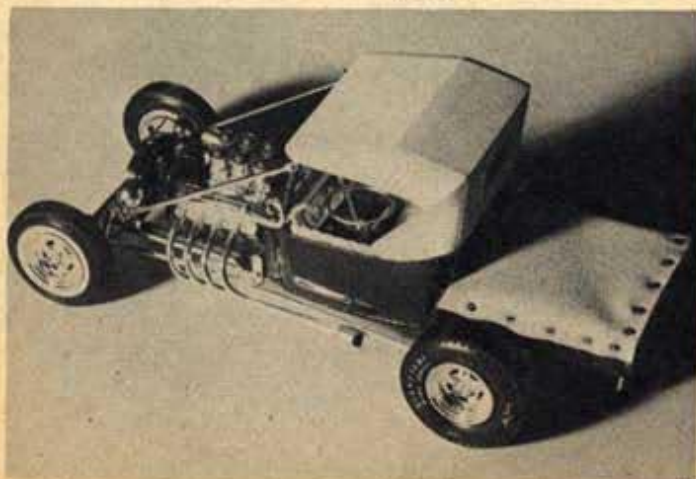
Part of the crowd of nearly 100,000 which attended Autorama. There were over 500 exhibits covering 300,000 square feet.



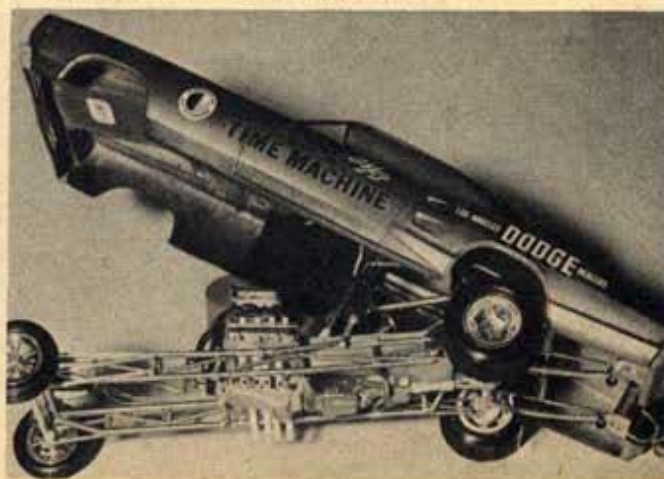
1st Place Competition Truck - Larry Hayosh



1st Place Mini Car - Herbert Bermandi



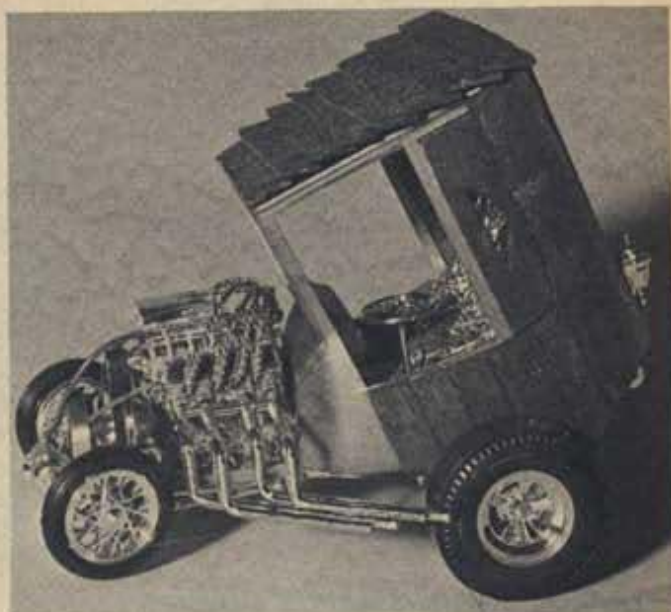
1st Place Rod - Carol Dodson



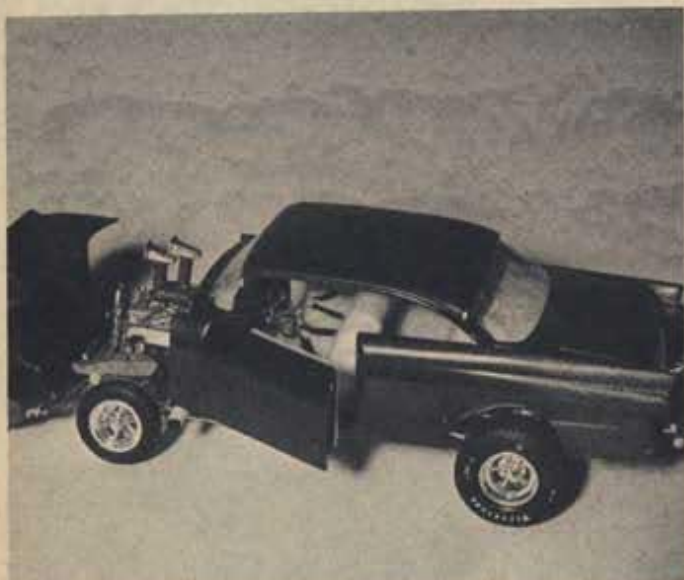
1st Place Funny Car - Randall Shafer



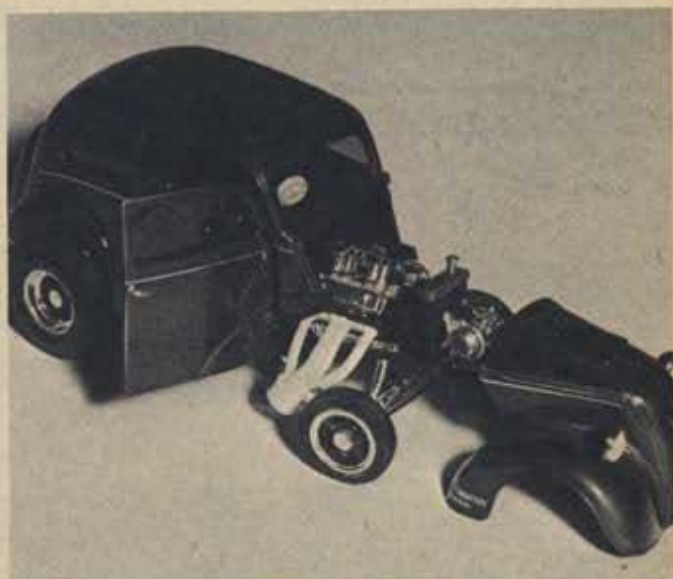
Selection of entries displayed on the M.P.C. Contest exhibit with the individual trophies designated for the Detroit Show and the sterling silver champagne cup which will be presented to the overall winner.



1st Place Altered T - Ron Watson



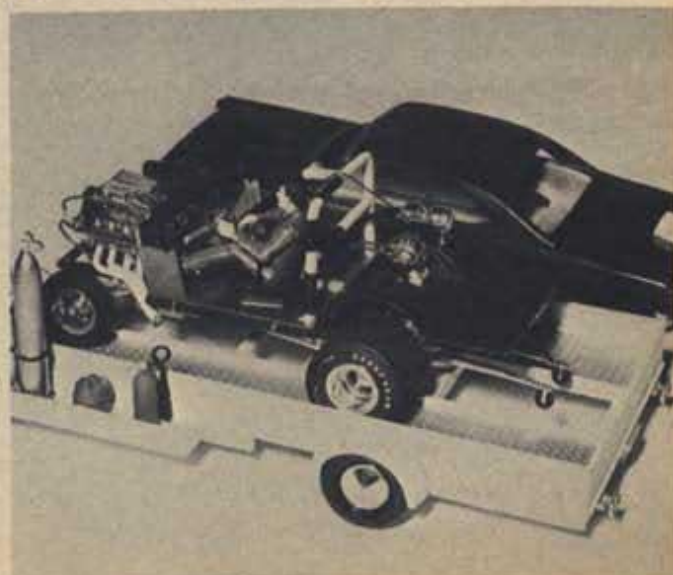
Custom Interior Winner - Steve Druc



1st Place Competition B6 Gasser - Jon Stepleton



1st Place Dirt Tracker - Bill Habarth
44/Model Car Science

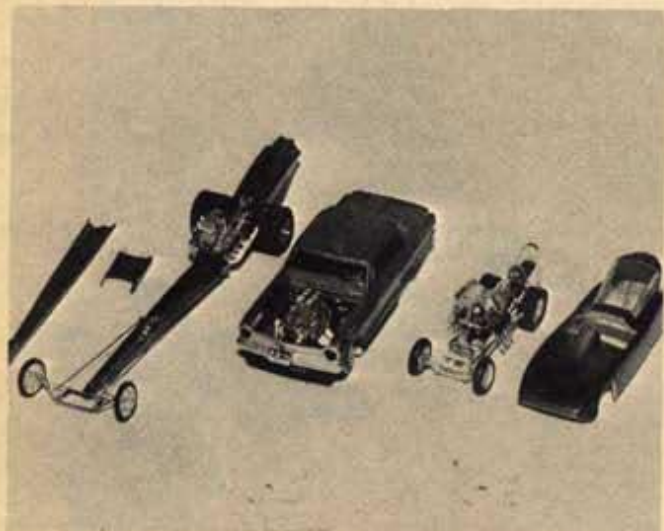


Best in Show - Steve Druc

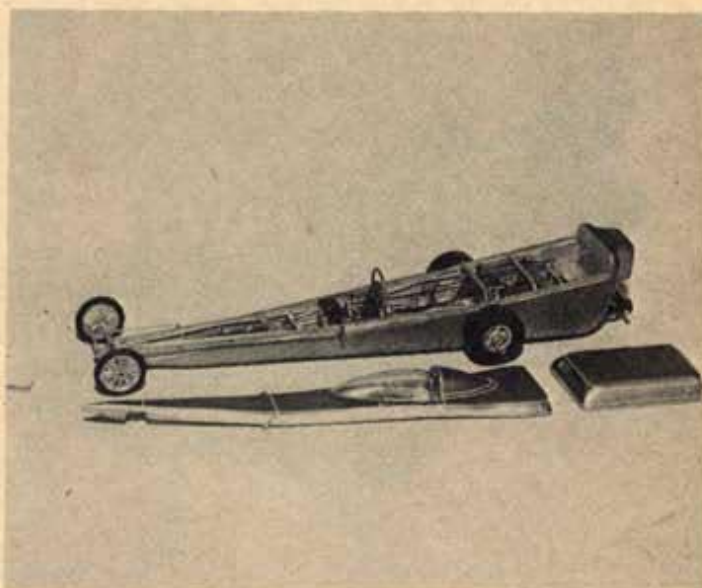
NEW YORK CITY: Model Products Corporation's 1st Annual International MODEL Car Customizing Championship was held in conjunction with the 7th Annual National Rod & Custom Car Show which attracted 63,093 automotive enthusiasts to the New York Coliseum.



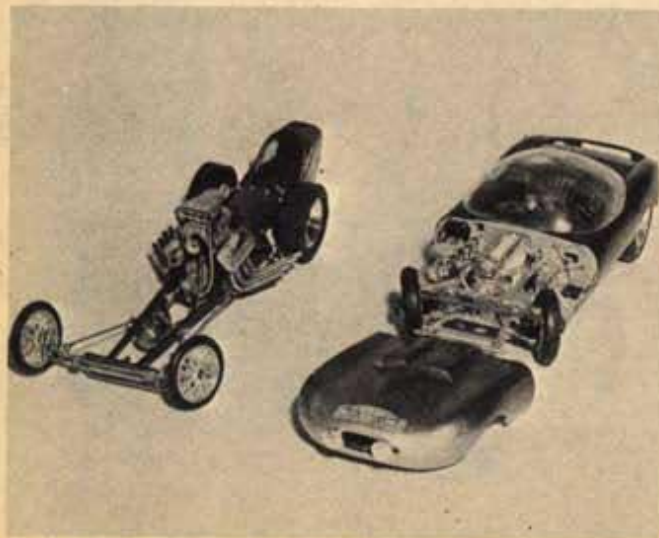
Over 125 entries had been received by 3 p.m. Saturday and were ready for judging.



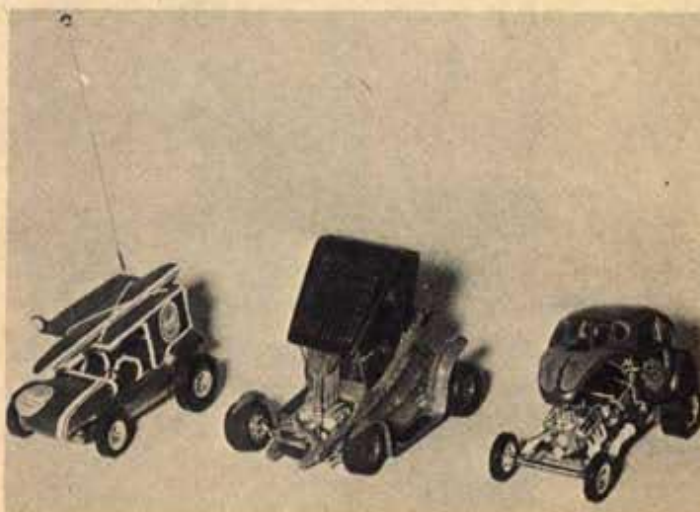
(Left) 3rd Place Adult Class Winner (center) 3rd Place Junior Class Winner and (right) 3rd Place Senior Class Winner.



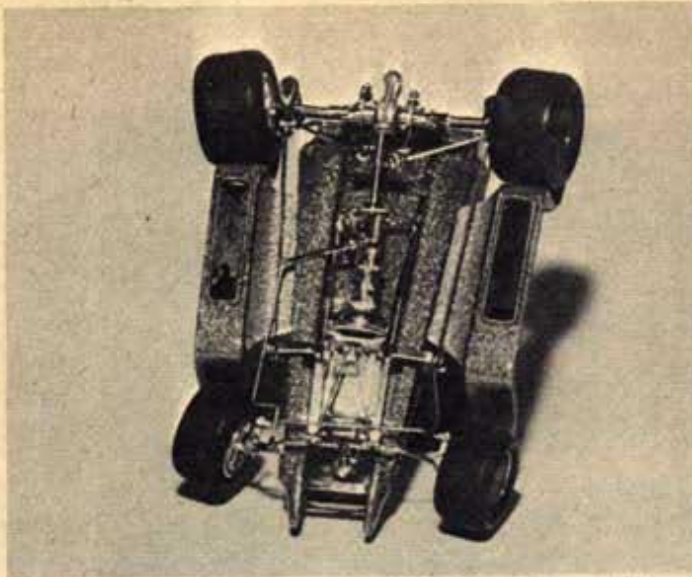
2nd Place Senior Class Winner.



(Left) 2nd Place Adult Class Winner which was also chosen for Best Detail and (right) 2nd Place Junior Class Winner.



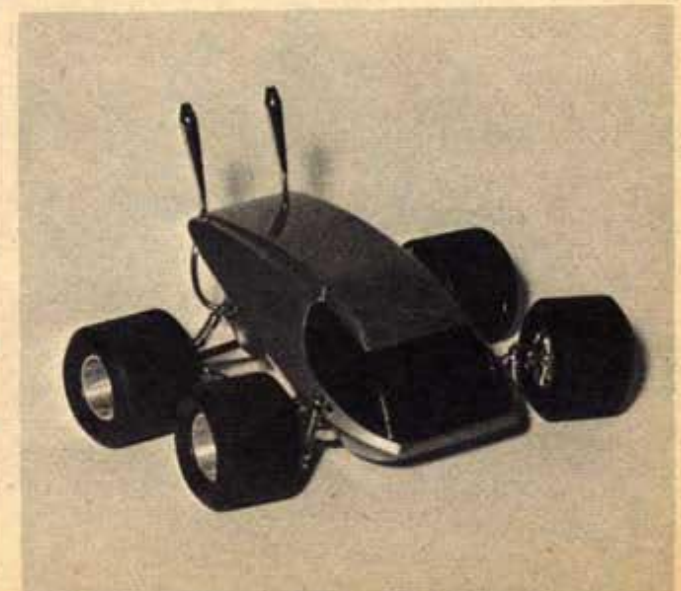
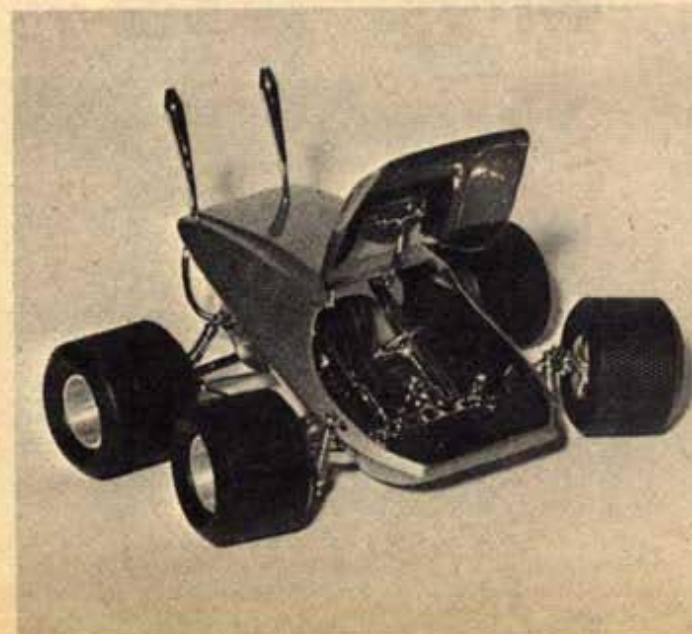
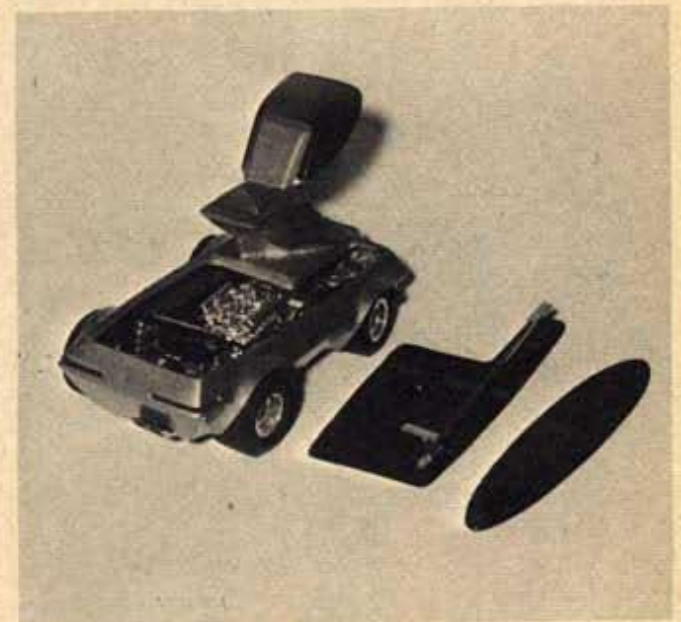
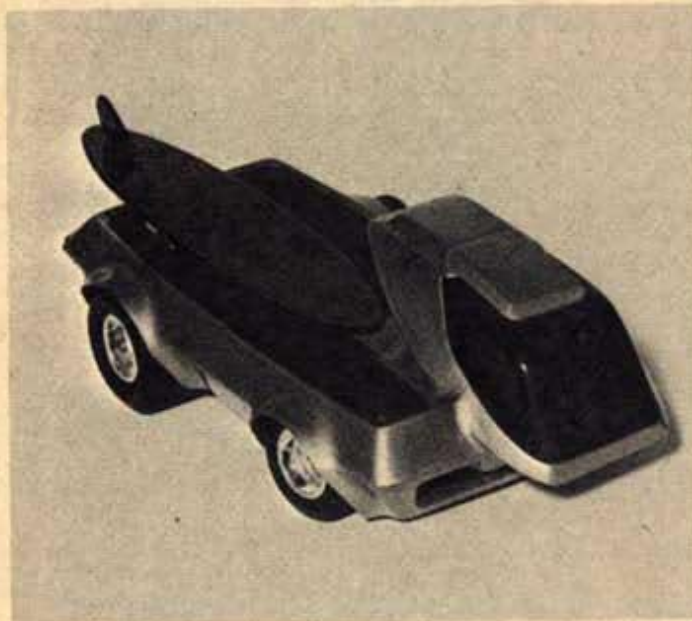
(Left) 1st Place Senior Class Winner, (center) 1st Place Adult Class Winner, and (right) 1st Place Junior Class Winner.



Undercarriage of the 1st Place Adult Class Winner which was also chosen for Best in Show overall.



Carrol's modeling skill is also evident in this scratch-built creation.



Another unique, scratch-built model by Carrol.



Anxious entrants and curious spectators watch as judges, headed by Sy Gregorich of Promotions Inc., closely inspected each model.



Richard Carrol of Arlington, Mass., who brought his entries to New York City especially for the M.P.C. Contest.

MPC's NEW YORK CITY MODEL CAR CONTEST WINNERS

JUNIOR

1. Carlos Francis
42 W. 91st Street
N.Y., N.Y.
2. Warren Brinks
Granite Springs, N.Y.
3. Anthony Criscione
1717 Zerega Ave.
N.Y., N.Y.

SENIOR

1. Nicolas Collins
448 Riverside Drive
N.Y., N.Y.
2. Ed Pailier
215 Mt. Hope Road
N.Y., N.Y.
3. Glenn Brinks
Granite springs, N.Y.

ADULT

1. Richard Carrol "T"
130 Park Avenue
Arlington, Mass.
2. David Braham
355 N. Fulton Ave.
Mt. Vernon, N.Y.
3. Richard Carrol - Wood Panel
Dragster
130 Park Ave.
Arlington, Mass.

BEST PAINT

Richard Carrol
130 Park Ave.
Arlington, Mass.

BEST DETAIL

David Braham
355 N. Fulton Ave.
Mt. Vernon, N.Y.

BEST ORIGINALITY

Richard Carrol - Surf Buffy
130 Park Ave.
Arlington, Mass.

BEST IN SHOW

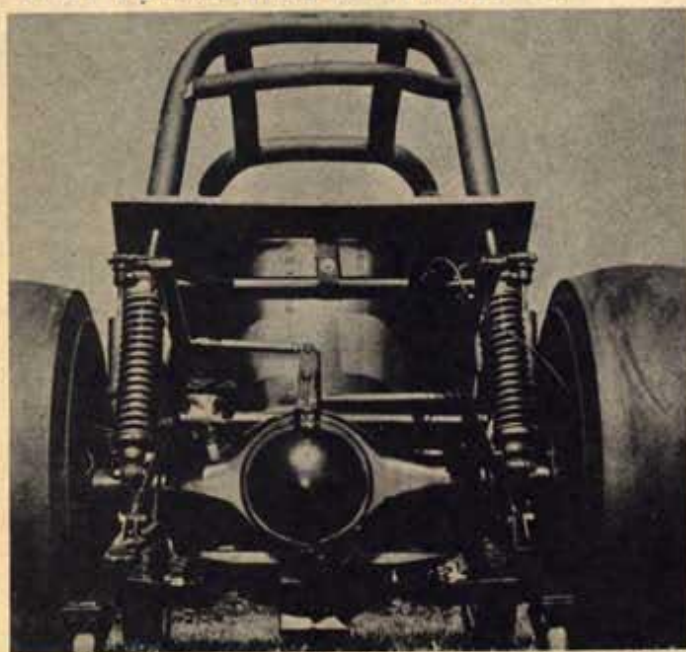
Richard Carrol "T"
130 Park Ave.
Arlington, Mass.



With narrowed and shortened Dodge Charger body removed, near-perfect detail is apparent. Total weight of car is 1680 lbs. Performances are in the 7.80-180 mph range at present but better times are in the near future!

INJECTED TERROR

FONTANINI AND NANNINI'S FUNNY CHARGER IS THE FASTEST AND QUICKEST INJECTED CAR ON THE MATCH RACE TOUR, AND IT'S ALSO THE MOST CONSISTENT. THEY'RE SHOOTING FOR 7.40s IN '69!



Rear view shows monster Goodyear slicks, regular production rear axle assembly narrowed by Strange Engineering, Chap Automotive coil-over-shock units, Watts linkage, wheelie bars and choice tubing and metal work.

In the sport known as injected fuel funny car racing a team with the unlikely names of Albert Fontanini and Reno Nannini, Highwood, Ill., has constructed a MoPar funny car that has made a shambles of all similar competition. By similar we mean other injected funny cars, but would you believe that on several occasions drivers of supercharged funny cars have trailed the F & N entry through the lights? After all, when your injected car can crank 7.80's at will, no one with a supercharger is really safe!

In 1967, after several seasons of running stockers, gassers and a self-modified altered-wheelbase '65 Plymouth on fuel, Al and Reno built their first genuine tube-framed, fiberglass-bodied injected fuel funny car. They spent countless hours bending, fabricating and welding bits and pieces of moly tubing and plate into a complete funny car chassis. A glass Plymouth Barracuda was attached to the chassis and they tried and true late model 426 hemi from the '65 car was coupled to a "TorqueFlite by Bob" and installed in typical funny car fashion.

With no major sponsorship of any kind, this combination dominated injected funny car racing among the semi-professionals in 1967 with super times in the 8.50 bracket at speeds of 165-170 mph. While no similar car was doing as well, the full time factory pros such as Nicholson, Schartman, Lindamood, Harrell, etc., were managing times of 7.90-8.30 with their injected powerplants (all have since gone to superchargers) and it stands to reason that Al and Reno would want some of that action in the worst way. Careful observation by the pair revealed that their Plymouth copy was several hundred pounds heavier than the pro cars, and that their own chassis and suspension could stand improvement. So, although their 1967 season would have to be termed successful, the F & N thoughts were directed towards a brand new car for the '68 season, again to be a 100 per cent homebuilt effort.



Once again the garage lights burned late throughout the winter months and when April of '68 rolled around and the tracks reopened, Al and Reno were ready with their new car. A slight switch had taken place in choice of body style, for instead of "just another Plymouth" Al and Reno had taken delivery from Fiberglass Ltd. of a much modified 1968 Dodge Charger body. Narrowed 10 inches and shortened 12, the new "Stinger" was fastened to a longer chassis with a 125-inch wheelbase.

Engine-wise, an improved 426 hemi had been built for the team by the Chapman Automotive group of Chicago. Chapman and Co. outfitted the hemi with a host of M/T parts, including rods, rings, pistons, and rockers. Norris Baronian supplied the 590 roller cam and kit. The team's Hilborn injectors were flow tested and calibrated to handle nitromethane up to 98 per cent, and they were fitted with medium length ram tubes for upper rpm efficiency. Again Bob DeCoudres in Chicago was called upon to rework their automatic transmissions.

Having had longevity with regular production model MoPar rear axle assemblies, F & N by-passed the heavier and more costly Spicer unit and elected to stay with the standard version. The team did concede to have the men at Strange Engineering in Chicago spin them a pair of custom moly axles but ring and pinion and Sure Grip differentials have given no trouble in stock form. The team's tube front axle measures 49 inches in width and is fitted with a pair of Strange Engineering precision built spindles.

At the four corners of the chassis are the newly introduced Chapman Automotive coil-over-shock suspension units, fully adjustable and weighing but six pounds each! American Racing magnesium wheels are also used on all four corners along with the two 11.50 x 16 Goodyear's at the rear and Michelin's up front

With any "flip top" funny car, quality interior aluminum work is of utmost importance, and once again F & N's natural talents were brought to bear. Of particular interest is the aluminum engine cover and "tunnel" feeding cold, fresh air scooped from the grille area to the injectors.

Performance-wise, the car borders on the unbelievable. The first week out, in competition with the Midwest UDRA circuit, Al and Reno's long winter efforts were well rewarded with a first place win and clockings of 8.30 at 171 mph. A few weeks later the time cards were reading 8.0's at 177 mph and even later the car was posting solid 7.80's at 180 mph. 7.83 seconds at 181.81 mph is the all time best for the car.

Comparatively speaking, prize money in the injected funny car circuit is 40 per cent of that paid to the much-copied Midwest UDRA Super Funny circuit, and about 70 per cent of the organization's fuel dragster program. But when the 1968 season's final figures had been tabulated, Fontanini and Nannini's circuit winnings had exceeded both of the other circuit champions! Fuel dragster winners had earned just under \$9000 and the Super Funny car winner had won just over \$8000. F & N's final gross, not including several match race ventures and an occasional "open" event, totaled \$19,315. Not bad for a "part time" effort!

For 1969, Fontanini and Nannini have several ideas for the drag racing wars. Naturally there is a strong inclination toward staying with injected funny cars as their proven unbeatable position and seemingly guaranteed \$10,000-plus income cannot be taken lightly. Don't be too surprised to find F & N racing two Dodge funny cars in 1969, one with injectors only and the other with injectors and a super-charger, and they're aiming for 7.40's with their injected entry. It should be wild!

THE COBRA STRIKES!

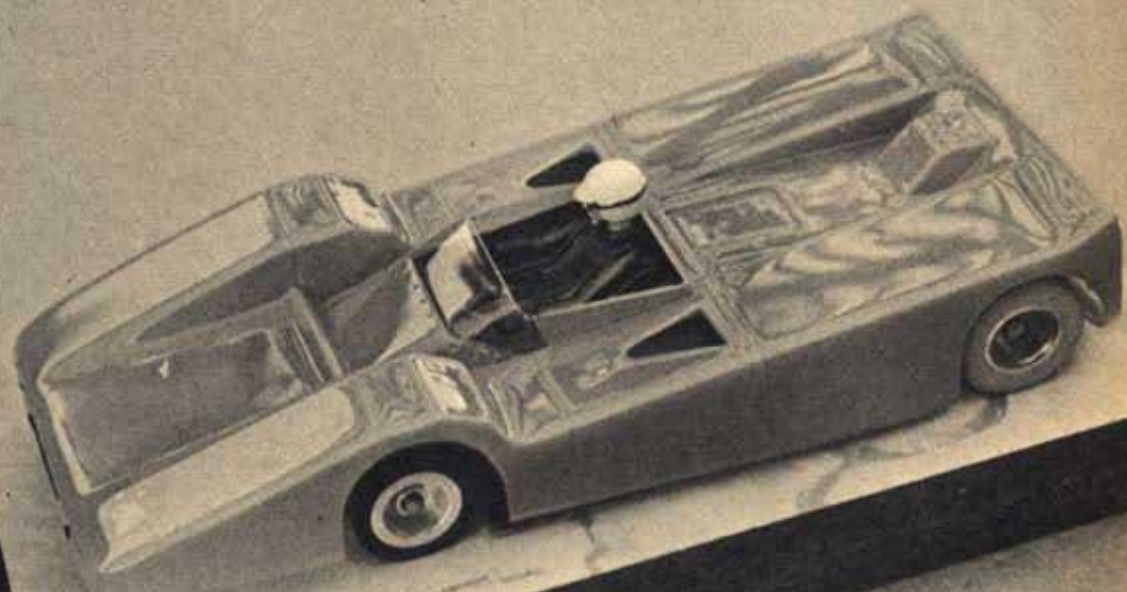
Cobra Slot Racing Products, Inc., one of the BIG names in pro slot car racing, have a few new items that you should look at if you're interested in winning.

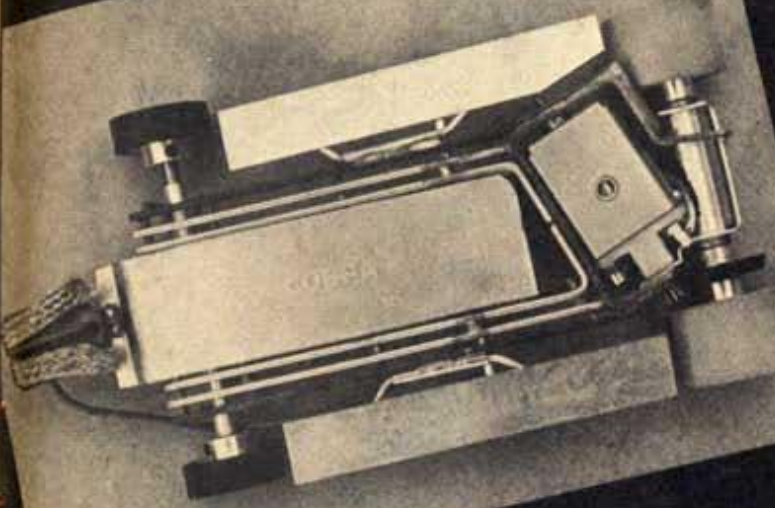
We've a few items to show you here, but if you want to find out what their entire line consists of, drop a note to them and ask for a catalog. Check their ad in this issue, too.

Although we didn't have a chance to test the chassis shown here, they look like winners, and judging from the superb reputation that Cobra has built up in the East, it looks as though our opinion is backed with facts.

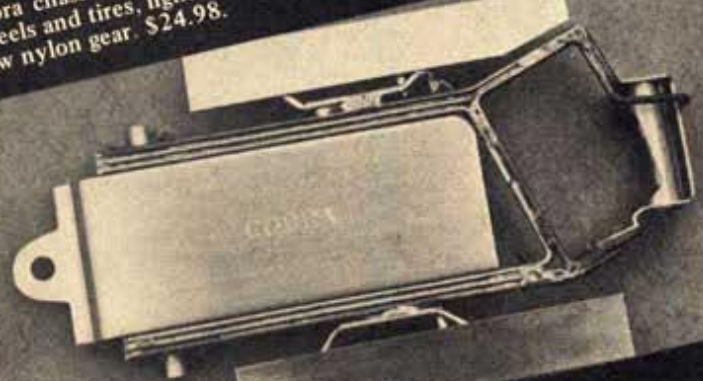
We were disturbed at the poor solder joints on the pre-production chassis sent to us, but no doubt this will be rectified in the production models.

If you're on the ball, you'll check out this line.





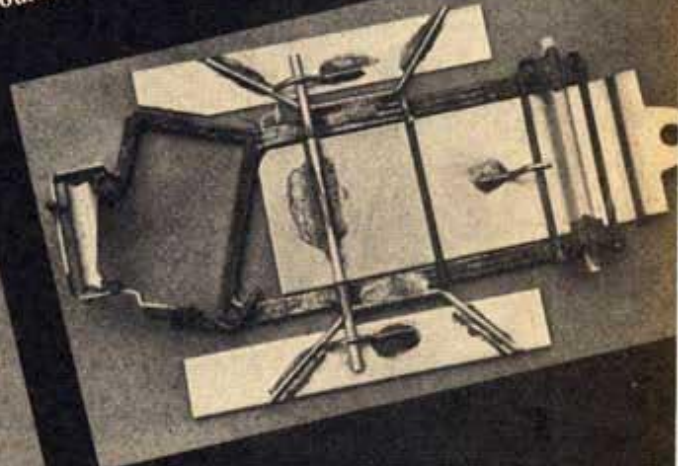
Cobra's "ready-to-win" car features their \$17.95 can motor 1" sidewinder Cobra chassis, set-screw front and rear wheels and tires, lightweight body, and new nylon gear. \$24.98.



You can buy the chassis alone in many variations, from \$5.95 for the three rail chassis with 3/4" drop arm, to \$9.95 for the three inch drop arm etc. with bat pans one inch drop arm etc.



If you're handy at soldering, you can get the Plumber kit for \$4.95 and do it yourself.



44
46
47
NYLON SIDE WINDER
GEAR, BEVEL-64 PITCH
75¢ ea.
COBRA
SLOT RACING PRODUCTS CORP.
1346 E. GUNHILL RD. BX., N.Y.



Cobra offers all of their new components in a catalog. Send your name and address to Cobra Slot Racing Products, Inc., Dept. MCS, 1346 Gun Hill Road, Bronx, N.Y. 10469. You'll find the items like their nylon angle-winder 64 pitch bevel gears, mag wheels and tires, drill blank and tire traction goop.

We'd like to know what you like (or don't like) about *Model Car Science*. You can help us determine which articles we should place in future issues of MCS simply by checking the appropriate boxes below, and mailing this coupon back to us.

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WHO IS YOUR FAVORITE SLOT RACING WRITER?

WHO IS YOUR FAVORITE STATIC MODEL BUILDER

YOUR AGE PLEASE

Thank you! You can check more than one box, so vote as many times as you want. If you don't like one of the features (or writers, etc.) don't check that box. We promise to analyze this reply carefully and use it to guide us in selecting future articles.

Clip this page and mail to:

Reader Analysis Dept.
Model Car Science Magazine
131 Barrington Place
Los Angeles, California 90049

TELL US ONE!

EASTERN VIEWPOINT

I have always enjoyed writing this column. The policy of the editor being what it is, I have always been allowed to sound off when I felt it necessary and this without the fear of the advertiser-supported roof falling in on us all. Makes for easy writing, and very refreshing.

Just as refreshing as the "different" evening I spent several weeks ago with three of the hottest drivers in the country today. The session with Jerry Brady, Team Dyna-Rewind, "Bad Boy" Pete Von Ahrens, now with Mura, and the man that put Mura on the map, John Cukras, started in a bowling alley at about 1:00 A.M. and ran on till about dawn at a different location.

Brady, PVA and Cukras are, as one would imagine, better than average bowlers, though they spend little time at this game. These are cool, relaxed guys who can talk, kid and laugh about anything. They really are not the machines most people think they are. Its a closed club to be sure—it has to be—or they would be pecked to death by every little kid who can get his hand around a controller.

Pete, whom I sometimes suspect would do anything for a laugh, finally got me to try my hand at tossing one of these over-loaded gum balls down the alley and proved that sitting behind a novice bowler is about as safe as standing in front of a cannon on the Fourth of July. Its amazing how far and how hard you can fire a ball when you lose it on the back swing. Second time around the sounds of encouragement were somewhat muffled due to the fact that John was hiding behind Brady, Pete behind the two of them and all of them up behind the spectators seats. No faith!

When we finally got settled down for our bull session it was obvious that geographical differences did not mean differences of opinions on most subjects pertaining to their brand of racing. Pete and Jerry are both easterners, no two ways about that, John obviously is a Californian and likes it, of course. And as far as I'm concerned, its still Boston country, and then here, New York in that order.

The subject of drivers came up and it was agreed that neither coast lacked for capable talent, perhaps a slight nod given the east in regard to sheer number. No one could really explain the lack of good talent from the mid-west and southwest, remember,

we were talking the pro driver, the slot racing "jet-set" if you prefer.

The subject then went on to mechanical development and chassis design in particular and on this subject the east was acknowledged the leader as it has been for some time, this regardless of the mystery and trend-setting pace always credited the west coast, the L.A. region in particular.

Without going into details like Chassis builder Bob Emmott, Pete and the others who call this part of the country home, the reason these three guys came up with for this situation is the amount of racing done here and in the southeast, compared to the west coast. It would seem, they tell me, that there is just more racing being conducted here and perhaps even more shops to race in with regular race programs in which they run. Thus, more cars are run, requiring more chassis to be built and developed and the result is more actual building and racing knowledge regarding chassis designs. They offer no further explanation, nor do they attempt to offer any solutions. They are, all three of them, too smart for this. Fortunately, as at Indy, there isn't any secret they will not share amongst themselves, and again, like Indy, they tell all, except really, how to go faster. Helpful yes, foolish no, these guys are truly pros in every sense of the word. They've been around, they know the subject, they know the problems. And, they are in their own way working them out. They are the only ones who can do it. I assure you, we can only hope their sponsors will always take the time to listen to them, they know where is at.

Now, only because both organizations are based in the east, an eye opener for those of you who rather race at home than at a commercial layout. That hard core scale group, NAMRA and its affiliate HO organization, HOCCI have just reduced all membership fees across the board to, so help me, \$1.00. No strings, no gimmicks, and to make it wilder, NAMRA has just created a new in-the-home formula that makes you an active participant without having to travel farther than your own club track. Complete details elsewhere in this issue.

We are all looking for a new can from Mura, and if the rumor is true, it is shorter to fit in more chassis and perhaps even a little better than the great ones they are cranking out now.

I hear talk of a new endbell and it seems reliable at this range.

On the subjects of end bells, rumor has it that Champion is in the market for a new one to replace its melt-proof \$6 unit released just awhile back. I have heard a few complaints, have a few of my own and some suggestions, but this is not a "Dear Abbey" column, so will sit back and see what the manufacturer will come up with. One thing for sure, they do not have to improve their unmeltable properties.

Have noticed a complete lack of "scale" shells, and in the large scale too. Seems a shame, they still are a much needed item. Too needed to be ignored. And there are some people who just cannot use these new flat jobs because their adherence to things scale. I can almost foresee the days of the under-the-counter Pittman motor, only now with scale shells. For those of you too young to understand that last one, it simply refers to a period during which most of this country experienced a motor shortage and the then-popular Pittman motor that normally retailed for \$5.00 was going for \$25.00 (and up!) when you could be steered to a source. If we could have a dream, any dream, right now I'd love to have an armload of scale 1/24 Lancer made 612 Can-Am Ferrari shells to hoard. Like man, with the specs on this car, it would be illegal for the Pros and just right for the scale nuts.

Give a look at a new line of enthusiast-prepared controllers coming out of a certain shop in New Jersey. Its a reworked Russkit, of course. Wonder why Jim doesn't do it? In any case, "top dog" price-wise, I had been told the unit coming out of Parma was to cost about fourteen dollars. Well, this new unit starts at about three more than this and then goes all the way with micro switches, etc., for a nice round figure of about \$27.00! Its too easy to say "too much." I don't know. There's a lot of work goes into any hand-made unit, and these of course, are. They are 1000% better than a stock unit in construction and assembly, to say nothing of components. And the job they do seems to be the deciding factor. I tried one recently. Yes, I acutally used something other than my thumbs, and the very first thing you notice is that they are smooth and positive. No slop, no hang-ups they seem to be the best. This is not an ad, but I think they are so good, I would suggest you write Mike Tango at Nutley Raceway, Nutley, New Jersey for further information.

Scene wise, things are not getting better by leaps and bounds, but they do seem to be holding their own with a steady, if not overwhelming, flow of improved and all-new equipment making the scene. The interest is still strong, the racing faster then ever. We just need more people involved.

Anyone know a company that makes a hollow bowling ball?

NAMRA WORLD

Late news! Pete Von Ahrens, slot racing's "Bad Boy," and John Cukras, who needs no introduction, have both just become card carrying NAMRA members. This makes it the second time around for PVA and the first time for John.

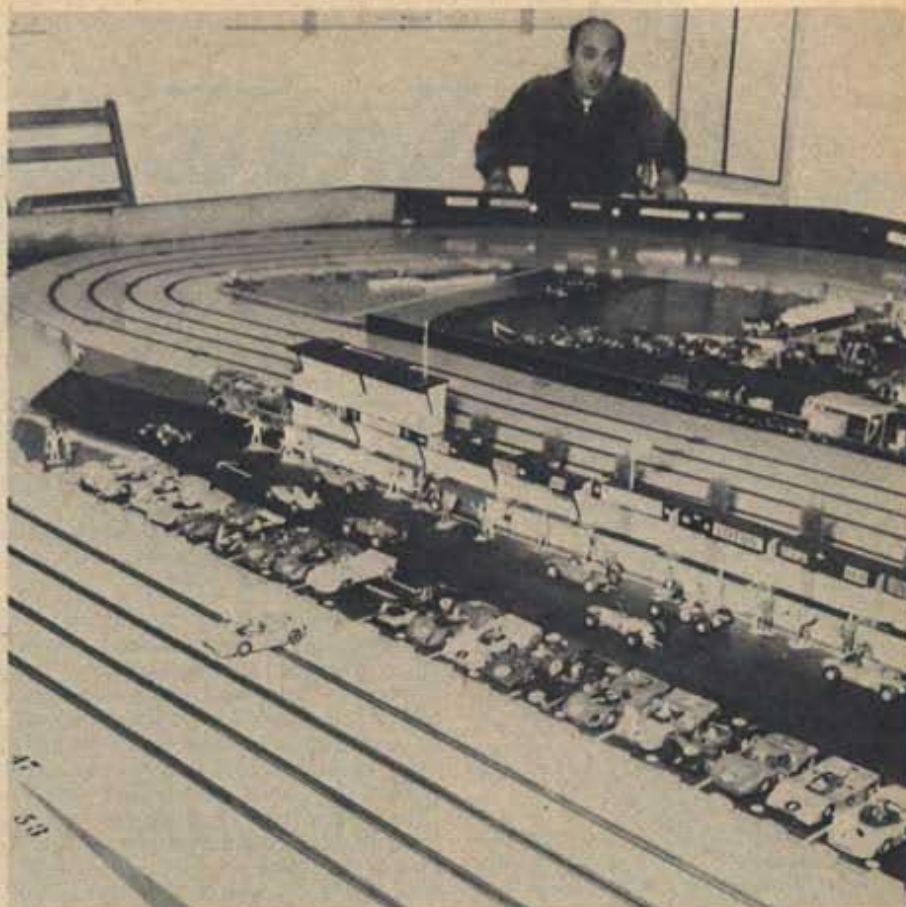
Sorry we missed you last month, but we here at NAMRA HEAD-QUARTERS have been swamped with work, part of which has to do with this very important announcement. Effective with the publishing of this issue of MODEL CAR SCIENCE, NAMRA and its HO affiliate, HOCCL, are offering reduced membership rates.

The new membership fee is now \$1.00 per year. This is the second reduction offered NAMRA members in the past two years, and is the direct result of NAMRA's rock-like security in the sport. The NAMRA offer is two-fold, and after much discussion and planning, the rules committee and the track and programming committee presented a workable plan to the board of directors that has been named "THE NEW NAMRA FORMULA."

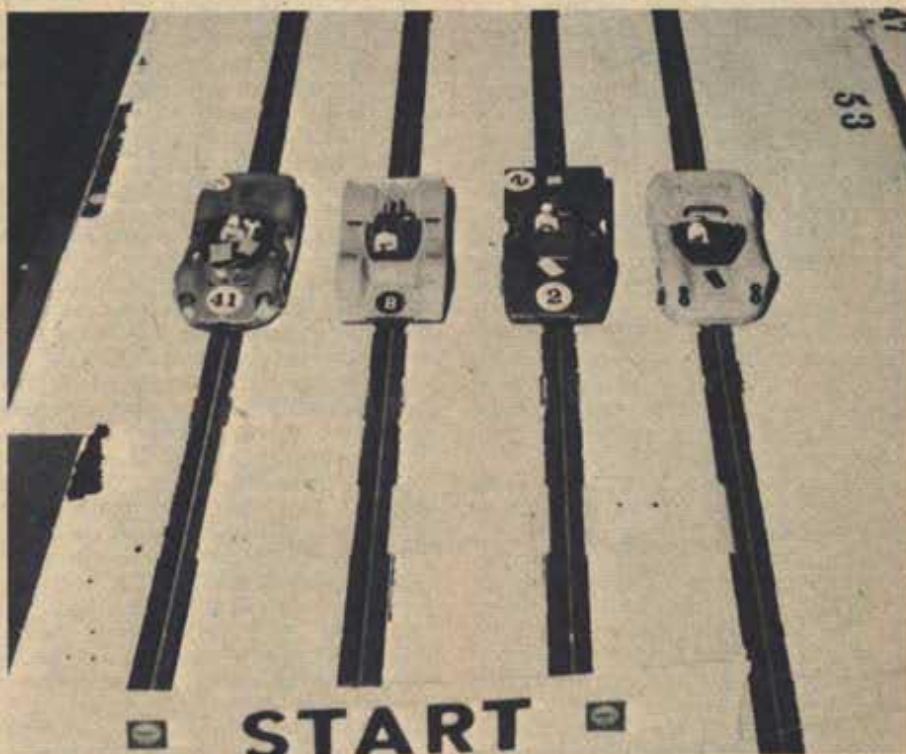
This is a race program aimed at home/club tracks that will enable their members to become NAMRA members, race at home under NAMRA rules (and sanction) and compete for annual awards. Please check the full page advertisement in this issue for full details. It's the best thing that has happened for the home racer since the invention of the gear and we at NAMRA feel it's needed if we are going to continue the sport at all. Please spend a few minutes and read the details and see if this plan isn't exactly what your group, no matter how small, needs as "A SHOT IN THE ARM."

Now for recent events on the tracks. We have had two scheduled meets since our last report, the first, possibly the highligh of the NAMRA season, was the "SECOND NAMRA 500 INVITATIONAL." This year it was held on the 1st of March and again for 1/32 sport and GT cars.

Upset upon upset throughout the entire meet, this year open to any NAMRA MEMBER. Foreign entries again required place cards for South Africa, France, and much closer, Puerto Rico. The race directors had received an urgent call a few weeks prior to the event from midwest 1/32



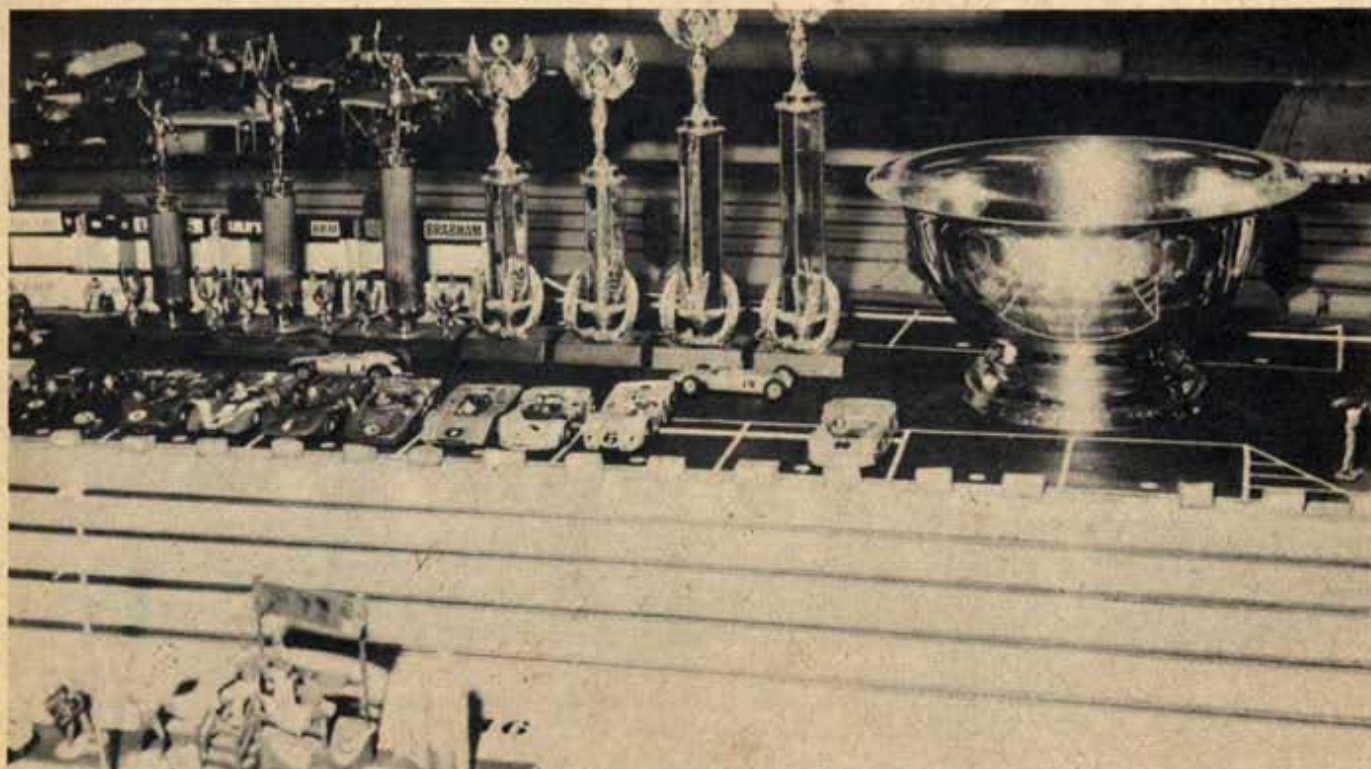
Those who made it line up for concours judging; the winner from S. Africa pulled out.



The line-up prior to the running of the main event. Wagner's winner, the No. 41 Ferrari; Bianchi's second place McLaren 8; Cressi's third place McKee 2; and Vince Fairbrother's fourth place Lola 8.



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Please include home address for magazine subscriptions.**



stock car champion Jim McElhiney of Akron, asking for information and membership so he and some buddies could attend. But the midwestern threat had not shown by the closing of registration and the meet started without them.

We don't know what happened to our east coast concours threat, Jose Rodriguez, but he sure didn't come prepared for this one. Concours honors this year went to Andrew Catterall of South Africa. Andy is our NAMRA director in that country, and doing a fine job in all respects. His car showed the latest chassis design currently being used in the East with some novel innovations of his own. The car, a McLaren M8 was flawless.

The consie saw two favorites lined up against each other with Fred Harsh facing Tom Palisi, who has the distinction of being even older than "The Hat," Charlie Cressi. The event was a toss-up, however, with Don Peluso and Chuck Hansen both making it in.

Harsh suffered a bent axle after an early race pile up at the end of a sweeping straight, and after just enough time to check it out to make sure that's what it was, went limping on. The pressure was really on these drivers. With the Harsh car hurt, they all were in there pushing for the lead spot, and because of this, constant spins and shunts held them back. Peluso, who could easily have done it with an exceptionally fast car, just gave it away in dicing with Hansen, and let Palisi slip in. Experience counts.

Hansen, with power to spare could not seem to manage any of the corners the same way twice, and after the smoke cleared for the last time, Harsh, even with mechanical trouble, had managed to hold off Palisi for the win. Palisi roared across the line, second, in front of Hansen and Peluso.

The semi brought up a real mixed bag with the concours winning car of Andy Catterall proxy driven by Joe Gschwin up against concours loser

Hardware awarded this year for the MCS sponsored, NAMRA sanctioned "NAMRA 500 Invitational."

Rodriguez, and two of the hottest 1/32 thumbs in the East, John Dillion and Rich Sansonia. These two last drivers are always a threat and put on a demonstration of driving that leave the Marshalls panting and the other drivers wondering what they are doing in the same race. Unfortunately, neither of them were, today, pushing their favorite 1/32 mounts (STP Lotus types) and there was much muttering about closed cars giving away too much to try and do anything.

It has been decided that the first two places would probably go to either Dillon or Sansonia, with Rodriguez in third, the South African entry still unknown quantity to all but the proxy driver. This not the way it turned out however. Joe Gschwin, driving the South African car, is one of those drivers who just plain wears you



*Frank Bianchi, Vince Fairbrother
Charlie Cressi and Ned Wagner.*

down and is always just behind you waiting for that one mistake to grab the lead. I think we all agree, it's lots easier to lead than to be pushed lap after lap.

Now, into the race. Dillon and Sansonia took off like scalded cats, as expected, and holding third (and very happy to be there) was Rodriguez. Half-way through the semi, both Rodriguez and Gschwin had been lapped more than once and the parade seemed to be a steady thing. Then, Sansonia, who pushes all his cars as if they could not come off, decided to go after Dillon's first place slot and discovered that it's much wiser to stay in then to be first in the turn, but out of the slot! With all the smashing and banging going on for the first two spots, the losing battle that Rodriguez was waging to hold third went almost un-noticed by all except the score keeper and the two drivers involved, Gschwin and Rodriguez. The bright orange McLaren from South Africa, no longer content to push Rodriguez' Ferrari, started closing in with speed that no one had been ready for and proceeded to pass the Rodriguez car on a tight sweeper. Now, it was Rodriguez' turn to try and push

Gschwin for third, but the Ferrari just did not have any more and had to let the South African go on its merry way.

At this point, Sansonia, who was still running second but had given up laps to Dillon, suddenly decided to go on a wall bending spree that cost it second place to that steady driving exhibited by Gschwind.

Things happen fast at a 1/32 race, and before Sansonia realized exactly what had happened, the flag fell for the final lap and Dillon crossed the line the winner of the semi, with Joe Gschwind driving the South African car second. Rich Sansonia, a possible winner, had to settle for third. And of course, Rodriguez, who had earlier given up concours to the Catterall car, now had to watch it all happen from fourth place. Sometimes, it just doesn't pay to get up!

The main was the one we all waited for. This race brought up last year's 500 winner, Ned Wagner, who had just about gone into retirement after that win; Charlie Cressi sporting a very wide McKee, and talking "handling being more important than speed." Vince Fairbrother, a long time NAMRA member and very hot driver,

was there with a fast car, and challenging the entire field was NAMRA's favorite son, (enforcer) Frank Bianchi driving a car with his original chassis design. During practice it was obvious that the Bianchi car could (and did) out handle anything on the track. Cressi's car, despite what he had been saying, was probably the fastest car overall with the Fairbrother car a semi dragster. Ned Wagner, the "old pro," was driving nothing more than last year's chassis under a new suit of clothes and, though he was somewhat down on top end, ran with that unnerving-steadiness that can cost you a win.

Through the first turn they were all bunched together, the same pattern through the second turn then, into the tight stuff and here, the Bianchi car pulled out and proceeded to fly away from the other three cars. We've seen cars thrown into turns but never anything quite like this. Frank Bianchi, who had the taste of that \$500.00 bowl in his mouth, would not give an inch through any of the turns and halfway through the race at 150 lap



Jose Rodriguez presenting the "Best Engineering" trophy to Frank Bianchi for his McLaren.

mark he was holding a firm lead over the entire field that had never been in a position to challenge him. Cressi, who was running second, could not seem to make a dent in Bianchi's time and suddenly started to lose ground to Wagner and Fairbrother, who had been holding third and fourth. The Cressi car suddenly slowed to a half-throttle crawl from which it would not recover and Wagner began his train-like move on the leaders. Fairbrother, who could not do more with the power he had, could see third place if and when he could pass the Cressi car, which was sure to give away second to Wagner. Wagner's passing of Cressi was not spectacular. Since there was nothing Cressi could do to hold him off.

At this point, Cressi pulled in to check the car and, not being able to find anything wrong, dropped it back on to try and hold off Fairbrother before the clocks ran out. What happened next could and almost made grown men cry. Wagner, never coming off and running on time, began to close in on the Bianchi car. Bianchi knowing that if Wagner could catch him it would mean the end, pushed

even harder and the performance of his car was unbelievable.

With less than half a lap between them Bianchi's cool broke, his cigar was bitten in two and he was heard to "whisper" to Wagner to keep off of him. You should never talk when you drive, and Bianchi, before he could finish his request, had spun it and Wagner flew by. The pace was just too much for anyone except Wagner to keep up, and he proceeded to open the lead. At this point Bianchi, seeing it all go down the tubes after leading for more than half the distance, really came unglued and continued to give more and more away to the ever-lapping Wagner.

The flag finally fell on the second NAMRA 500, with last year's winner going it again. Wagner had pulled off the trick no one had expected. Cressi, who even with a sick car (later discovered to be caused by a hung up brush spring) had enough laps to hold off Fairbrother for third. Frank Bianchi had had his moment of glory but could not take the grind of trying to stay away from Wagner. Few can.

So, Wagner once again took home the big bowl and this time, a smaller duplicate.

FINAL RESULTS 1969 NAMRA 500 INVITATIONAL

CONSIE

1. Fred Harsh
2. Tom Palisi
3. Chuck Hansen
4. Dom Peluso

SEMI

1. John Dillon
2. Andy Catterall/Joe Gschwind
3. Rich Sansonia
4. Jose Rodriguez

MAIN

1. Ned Wagner
2. Frank Bianchi
3. Charles Cressi
4. Vince Fairbrother

CONCOURS

Andy Catterall

ENGINEERING

Frank Bianchi



HOCCI WORLD

Some important news this month, important enough to precede the race report of our first 1969 Mail-in event.

HOCCI, along with its parent organization, NAMRA, is reducing membership costs across the board to \$1.00 a year, or, just half what it used to be for HOCCI members. It has taken NAMRA a few years to put HOCCI in shape to do this, but now we should like to pass some of the benefits off to our members and those yet to join. Effective with this magazine, membership in both organizations is just one dollar a year. Special subscription rates to our members only for this magazine, the Official Voice of NAMRA-HOCCI, is still \$3.00 additional.

We continue to receive crank letters from members who demand enough to have them drummed out of most organizations, but we do try to read these through and get some sort of an answer off to them. The most recent one, besides accusing us all at Headquarters of driving around in Cadillacs bought with his two dollar membership fee, demanded to know what good were the "silly" car and tire specs we published here a while back. Well really, if you cannot understand the need and the reason for having to establish firm specs, you should be taking up bird watching!

We are happy to say we have already received word from two national companies involved with HO congratulating us for that table of specs. We heard from Auto World in Scranton, Pa., a major supplier of HO equipment, and Champion of Chamblee, now in HO manufacturing. Things were just getting out of hand, and anyone who has been keeping pace with all aspects of the sport knows the mess 1/24 scale went through for years until they established some firm rules that would govern their brand of racing.

The specs we printed are just a very small part of a complete and new set of rules drawn up for HO racing, and they will be printed up as soon as possible in the form of a new HOCCI rules book for our members. It takes time and support and we would like to take this opportunity to thank each and every member of HOCCI who has stayed with us, loyal and helpful through the early lean period.

We have, for the first time, received a new product for evaluation and we would like to invite all of you manufacturers of HO equipment to send samples of your new products to HOCCI for review in this column. We know our members, your customers, would appreciate it.

From Champion, their first release in what promises to be a rather complete line of HO goodies. Six pairs, four different sizes of HO axle spacers in nylon. Very smooth, inexpensive and efficient.

Mini-Wheels of New Jersey has the first HO scale brass pan that really aids handling, and to top it off, their fully painted and lettered clear Lancer

shells.

We finally got our hands on several Aurora GP cars and found them quite interesting. If anything, they seem slower than the other Aurora cars, and they seem to run warmer, but with no adverse effect noted. We admit we wish they could have been made lower, but no one, it appears, dictates to Aurora.

In any case, our first race of the season had two of them entered in GP, Stock class and You'll see how they fared for your self..

RACE REPORT—

The first HOCCI mail-in event of the 1969 season got underway at the Closter Hobby Center, in Closter, New Jersey with cars representing 14 different states on the 23rd of February. Registration checked out to five different types running, GT, Sports, Trans-Am, NASCAR stockers, and GP. These five classes broke down further to ten classes with Stock and Modified cars running in all.

For the first time, some cars were not passed at tech inspection due to shoddy appearance and completely un-scale-like proportions. Two were turned down cold for lack of proper numbers and we are taking this opportunity to request that all members entering future meets, please read the rules book. All rules stand as written, including the car and tire spec chart printed in the April issue of this magazine.

We knew it would happen when Carl Dreher from Indiana introduced the first HO sidewinder at the National, held in December. This meet, in Closter, saw two more sidewinders entered but neither proved to be as easy to run as Carl's original. These little scratch builds require much work to get them to operate properly and we advise those attempting to build one to plan it out very carefully.

As is the rule, all driving was handled by HOCCI members who did not have cars entered, and the road course was once again an Aurora lay-out.

Another first for this meet was the entrance of two new Aurora GP cars in the GP, (stock) class that simply ran and hid from the two other cars entered in this race. The new Aurora cars seem to lack a great deal of bite out of the box, and seem to run a great deal hotter than the other Aurora cars. But they should be even faster with some minor modifications. We spoke with the owner of these two new cars and were told that they were purchased from a set that had been returned to a store and broken for sale of individual parts, so obviously these cars are not yet ready as separate items.

Here, are the results:

EVENT	ENTRANT	HOME	CAR	MAKE	PLACE	POINTS
GTS	Barry Gray	PA	Ford GT	Aurora	1	8
	Bert Haas	NY	Jag XKE	"	2	7
GTM	Steve Bohn	Calif.	Dino Ferrari	"	1	8
	Bert Haas		Lola	"	2	7
	John Jolley	D.C.	Ferrari 330	"	3	6
	Curt Fredrikson	Ill	Ford GT	"	4	5
SC	Bert Haas		Corvette	Tyco	1	8
	Barry Gray		Chaparral	Aurora	2	7
SCM	Steve Bohn		Cobra	"	1	8
	Jose Rodriguez, III	N.J.	Cobra	"	2	7
	Bert Haas		Cobra	"	3 ^s	6
TA	Bert Haas		Camaro	"	1	8
	Barry Gray		Mustang	"	2	7
TAM	Clifford Osgood	Fla	Cougar	"	1	8
	John Flood	Conn	Camaro	"	2	7
	Howard Pfalzgraff	Minn	Firebird	"	3	6
	Charlie Benson	Ohio	Mustang	"	4	5
NA	Barry Gray		Thunderbird	"	1	8
	Bert Haas		Toronado	"	2	7
NAM	Russel Baldwin	Kan	Toronado	"	1	8
	Charlie Benson		Ford	"	2	7
	Bert Haas		Toronado	"	3	6
	Art Walicki	Ill	Ford	"	4	5
GP	Jose Rodriguez, III		Brabham	"	1	8
	Jose Rodriguez, III		McLaren	"	2	7
	Bob Hanford	Mo	Indy Lotus	"	3	6
GPM	Bert Haas		GP	"	1	8
	Steve Bohn		STP	Aur./Lan.	2	7

So there you have it, the point race for the 1969 season is on. The man who came in late last year and almost cause the biggest upset, Bert Haas from New York, is back at it with an early start this time. If anything, Bert's cars still seem the fastest down the straights, but this time almost overgeared and hard to handle in the turns. We don't know where last seasons winner, Carl Dreher was for this event. This is one sport in which you just cannot rest on your laurels.

It goes without saying that we are sorry more of our Regional Directors do not take part in the programs; certainly they offer a poor example

for their Regions.

No race date for April, due to lack of a suitable track location being made available. However, the June event schedule for Monroe, La., is still on and we hope to have a full report on this one as soon as it come in.

Now, a well-confirmed rumor, Mura is going ahead with an HO line of speed equipment that should offer a challenge to all you speed merchants. Their top driver, John Cukras, is an old time HO enthusiast and has just signed up with HOCCI as a new member.

Cobra is rumored to be preparing a line of HO equipment, so it would

seem things are really looking up for us.

A special thanks to fellow writer Tom Payne who does "The HO Scene" in this book, for going to bat for HOCCI in the April issue. The HOCCI member he wrote a reply to seems to lose sight of one important factor regarding cost of postage for cars sent to and from race sites. He seems to think all members mail their cars for \$.15 as he does, some members go Special Delivery Air, with insurance on several cars, and that Orville, comes a little higher than your \$.15. Wait till you find out what the SCCA charges for membership alone!

MCS CLUB LISTING

Fill out this information sheet and mail it to us as soon as possible. We'll list your club in our MC&S Club Listing, which appears in each issue of MC&S. If you're looking for more fun and competition, let other clubs know where you're at. Make it a point to contact the clubs closest to you, and get that competition started. **DO IT NOW!**

Please print

Club name _____

Address _____

City _____ State _____ Zip _____

Telephone area code _____ number _____

Is this a new club? Yes No

If "No" how long has your club been in existence? _____ Years _____ Months

How many members? _____

Do you have a minimum age for members? _____

Looking for new members? Yes No

Looking for competition from other clubs? Yes No

Average age of your members _____ years old.

How many tracks in your club? _____

Custom made tracks? (routed) Yes No

Tracks made from commercial track? (Revell, Monogram, etc.) Yes No

Is your club affiliated with NAMRA? (1/24 & 1/32) Yes No

Is your club affiliated with HOCCI? (HO scale) Yes No

If "yes" do you follow the NAMRA or HOCCI rules closely? Yes No

Which scales do you race? 1/24 1/32 HO

Do you race Ready-to-runs Kit cars Scratchbuilt

How often does your club race? _____

Any special night(s) of the week? _____

Do any of your members subscribe to MC&S? Yes No

Buy it on the newsstands? Yes No

Thank you! Your club will be listed approximately 60 days from today, or less.

HO CLUBS

ALABAMA

Southeastern Auto Club
The Hobby Center
3290 Springdale Plaza
Mobile, Ala. 36609

ARIZONA

Minute Men
693 North Arizona Ave.
Chandler, Ariz. 85224

The Tijuana Taxis
7416 Ramdom Ridge Dr.
Tucson, Ariz. 85710

CALIFORNIA

HELCATS RACING SOCIETY
25911 20th St. Apt "A"
San Bernardino, Calif.
92404

HO-HO-HO
17361 Tustin
Tustin, Calif. 92680

Visalia HO Racing Assn.
(VHORA)
728 S. Giddings Ave.
Visalia, Calif. 93277

Bridgehampton HO Racing
Team
7513 Sausalito Ave.
Canoga Park, Ca. 91304

Hoffer's HO Racing Team
16635 Kent Ave.
San Lorenzo, Ca. 94580

HO Anonymous
8144 S. Edmary
Whittier, Calif. 90605

STP HO Auto Racing Assn.
3821 Ming St.
Lemon Grove, Ca. 92045

Illusions
1030 Washington St. #5
San Fran, Calif. 94108

CONNECTICUT

Road Roaders HO Club
51 Ann Ave.
Oakville, Conn. 06779

HO Road Runners
c/o Howard Ellis
Route 87
Columbia, Conn. 06237

WASHINGTON, D.C.

Skylarks Nat'l Racing
Team
610 Morton St. N.W.
Washington, D.C. 20010

FLORIDA

Model Motoring Maniacs
1110 S. Magnolia Ave.
Indialatic, Fla 32901

ILLINOIS

The Slick Four
4145 West 25th St.
Chicago, Ill. 60623

Super Suck-Ups
4816 S. Tripp
Chicago, Ill. 60632

Miniature Model Car
Club (MMCC)
Box 137
Norris City, Ill. 62869

Glenview Road Racing Assn.
740 Lenox Lane
Glenview, Ill. 60025

HO Racing Club
3138 N. Sawyer
Chicago, Ill. 60618

Team Lard
116 E. Lake St.
Addison, Ill. 60101

HO Performance Associates
1905 Roberts St.
Wilmington, Ill. 60481

IOWA

M.O.S.D.
1419 Anthony Pl.
Camanche, Iowa 52730

INDIANA

K&C HO Dragway by Kessler
RR#1
New Ross, Ind. 47968

The Mini Brutes
RR#2
Goshen, Ind. 46526

Thunderbolt Greaselappers
RR#2 Lake Rd.
Princeton, Ind. 47570

H.O.R.C.S.
400 Florence St.
Salem, Ind. 47167

HO Uncatchables
8069 Folkestone Rd.
Indianapolis, Ind. 46268

The Supermen
1646 172nd St.
Hammond, Ind. 46324

LOUISIANA

C&D Thunderjet "500" Team
3723 Barlow St.
Monroe, La. 71201

The Green Beam Racing Team
1312 North 18th
Monroe, La. 71201

MARYLAND

Steaming Demons Race Club
7822 Shellye Rd.
Glen Burnie, Md. 21061

Speedmasters
4208 Fairfax Rd.
Baltimore, Md. 21216

MICHIGAN

The Mini Brutes HO
Racing Team
934 Thurman
Saginaw, Mich. 48602

Gary Martin Racing Ent.
30358 W. Chicago Rd.
Livonia, Mich. 48150

HO Model Car Race Club
(HOMRC)
1309 Kapp Ct.
Flushing, Mich. 48433

Michigan Road Racing Assn.
(M.R.R.A.)
26250 Pinehurst
Roseville, Mich. 48066

NEW HAMPSHIRE

HO Competition Cars of New
Hampshire
RFD #8
Concord, N.H. 03301

NEW JERSEY

Sound Breakers
25 Oakland Ave.
Metuchen, N.J. 08840

Slippery Slicks
64 Canterbury Ct.
Teaneck, N.J. 07666

Drag Racers, Inc.
200 Rutherford Blvd.
Clifton, N.J. 07014

HO Drag Racing Assn.
C/O Bill Von Straden
77 Sherman Ave.
Jersey City, N.J. 07307

Road Runners
15 N. Ashby Ave.
Livingston, N.J. 07039

Slot Car Club of Wharton
(S.C.C.W.)
29 Stirling St.
Wharton, N.J. 07885

K&Z Speed Co.
911 Main St.
Paterson, N.J. 07503

Basement Marauders
107 C. Walworth Apts.
Cherry Hill, N.J. 08034

HO Drag Masters
447 West S. Orange Ave.
S. Orange, N.J. 07029

T'rantula
581A Carroll St.
Orange, N.J. 07050

NEW YORK

Hafe Goodys Will Travle
25 Crest Drive
Briarcliff, N.Y. 10510

HO, Inc.
4 Joslen Pl.
Hudson, N.Y. 12534

Speed Kings
7956 Boxford Circle
Clay, N.Y. 13041

The Fordham Oil Slicks
65 East 190th St. Apt. 1G
New York, N.Y. 10468

Frank's Fearless Flyers, Inc.
220 Dixhills Rd.
Huntington Sta., N.Y. 11746

HO Sport and Stock
3644 So. Ma. St. Rd.
Batavia, N.Y. 14020

Pearl River H.O. Racing Club
158 Buena Vista Rd.
New City, N.Y. 10956

J&B HO Racing Assn.
327 E. Williams St.
Waterloo, N.Y. 13165

Marshland Racing Assn.
(MRA)
Marshland Rd.
Apalachin, N.Y. 13732

The Stanley Steamers
RR#1 Box 84A
Wallkill, N.Y. 12589

Bensonhurst Speedway
1969 52nd St.
Brooklyn, N.Y. 11204

Team Slicksters
147-10 41st Ave.
Flushing, N.Y. 11355

HO-p-Ups
Box 292
Woodburne, N.Y. 12788

Soul Car Club
789 McDonough St.
Brooklyn, N.Y. 11233

69er HO Scale Racing Club
1969 52nd St.
Brooklyn, N.Y. 11204

1/32 SCALE

CALIFORNIA

Mille Miglia Rules
9830 So. DuPage Ave.
Whittier, Calif. 90605

Mr. Paul Fortis
Cumbravista Racing Team
Los Altos Hills, Calif. 94022

CONNECTICUT

Tim Poruznick
Hot Wheels
RR#2 Todd Hollow Rd.
Terryville, Conn. 06786

ELMRA
27 Old Black Pt. Rd.
Niantic, Conn. 06357

ILLINOIS

Billy the Kid Racing Team
1013 W. Williams
Danville, Ill. 61832

Midway Model Motoring
7800 S. Moody Ave.
Oak Lawn, Ill.

INDIANA

Lime Rock Racing Assn., Ltd.
824 Gardenside Dr.
Greencastle, Ind. 46135

Indiana Miniature Racing Assn.
5807 Sunwood Dr.
Indianapolis, Ind. 46224

IOWA

Douglas Davidson
SCCA
RR#1
Plainfield, Iowa 50666

MASSACHUSETTS

"Lil" Champs
2569 Gar Highway
Swansea, Mass. 02777

MICHIGAN

GT Racing Team
1505 Woodlawn S.E.
E. Grand Rapids, Mich. 49506

NEW YORK

The Valley Drivers
918 Peru Rd.
Moravia, N.Y. 13118

Race-Masters, Inc.
585 Seneca Pkway.
Rochester, N.Y. 14613

Blane Jacobs
Hancock, N.Y. 13783

TEXAS

Evans Racing Team
1002 Hudnall Dr.
Tyler, Tex. 75701

VIRGINIA

The Hot Thumbs
Box 784
Dublin, Va. 24084

WISCONSIN

The Sizzlin' Slick Race Track
1785 S. Commercial St.
Neenah, Wis. 54956

CANADA

A&D Slot Shop
1092 109th St.
North Battleford Province,
Sask. Canada

Winnipeg Model Road Racing Club
614 Portage Ave.
Winnipeg 9, Man. Canada

Can-Am Slot Racing Team
528 Greene Ave.
Winnipeg 15, Man. Canada

Insiders
715 Colonization Rd. East
Ft. Frances, Ont. Canada

Monstro-Gojot Ent. Inc.
376 Lodor St.
Ancaster, Ont. Canada

Canadian Miniature Racing Club
6 Torrance Rd.
Scarborough, Ont. Canada

The Eliminators
Box 66 West Bench
Penticton, B.C. Canada

Road Hogs Teamsters
512 Parkside Cres.
Burlington, Ont. Canada

Mosport 32nd Racing Assn.
31 Forthbridge Cres.
Downsview, (Toronto) Ont. Canada

Road Knights
10142-157 St.
Edmonton 50, Alta. Canada

1/24 SCALE

CALIFORNIA

The Roadrunners
3416 Corinna Dr.
Palos Verdes, Calif. 90274

Silver Streak Racing Club
5727 Ravenspur Dr.
Palos Verdes, Calif. 90274

Moyes & Rancadore Racing Team
13540 Old Tree Way
Saratoga, Calif. 95070

Monaco Slot Car Club
1441 So. Spaulding Ave.
Los Angeles, Calif. 90019

FLORIDA

Speed Demons
420 E. Esther Ave.
Orlando, Fla. 32806

GEORGIA

H&D Racing Assn.
1653 Pine Glen Circle
Decatur, Ga. 30032

ILLINOIS

The Car Stripper
7655 South Sangamon
Chicago, Ill. 60620

Boss Cars
4435 New England
Harwood Hgts., Ill. 60656

INDIANA

Richard Baker's 1/24 Club
3032 W. 42nd Ave.
Gary, Ind. 46408

NEW JERSEY

G.T. Inc.
19 Buena Vista Ave.
Rumson, N.J. 07760

Piston Poppers
8 Hill Roads
Atlantic Highlands, N.J.
07716

NEW YORK

Team S.C.R.I.V.E.
71-50 Parsons Blvd.
Flushing, N.Y. 11365

Road Runner Speedway
148 E. 51st St.
Brooklyn, N.Y. 11203

The Slick Dudes, Inc.
266 Rother Ave.
Buffalo, N.Y. 14211

NORTH CAROLINA

Nova's
341 Hearthside Dr.
Winston Salem, N.C. 27104

VIRGINIA

Rompin Raiders
7217 Auburn St.
Annandale, Va. 22003

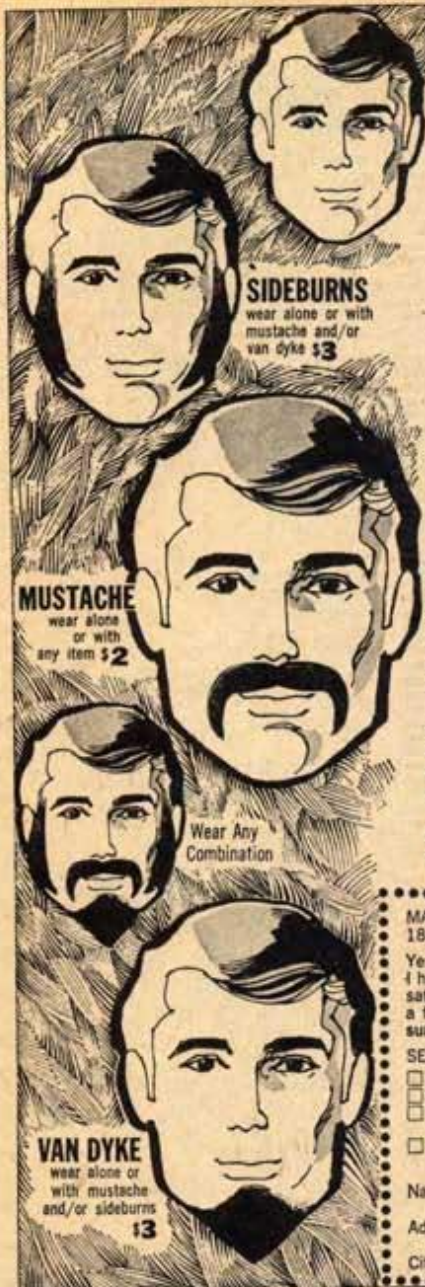
WASHINGTON

Team Thingie
13035 7th Ave. South
Seattle, Wash. 98168

CANADA

Cobra Club
1744 81-Des Laurentides
Vimont Laval, P.Q. Canada

Le Circuit Mauricien
3316 Rue Provencher
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SOUTHERN SAMPLING

By Floyd Manly

John Turner of Owensboro, Kentucky asks why he keeps throwing the solder on his rewinds. John, you must be winding very radical to keep up with the factory winds, but most of them *weld* their comms now. You didn't mention balancing. A poorly balanced motor will create heat. Pigtail brushes and heavy springs will give better contact and less arcing. Gear ratio is a factor, too low (numerically) will make your motor work too much and heat up. The cars are much heavier now, too. Last but not least, have you checked for an A.C. bleed into your D.C. power supply?

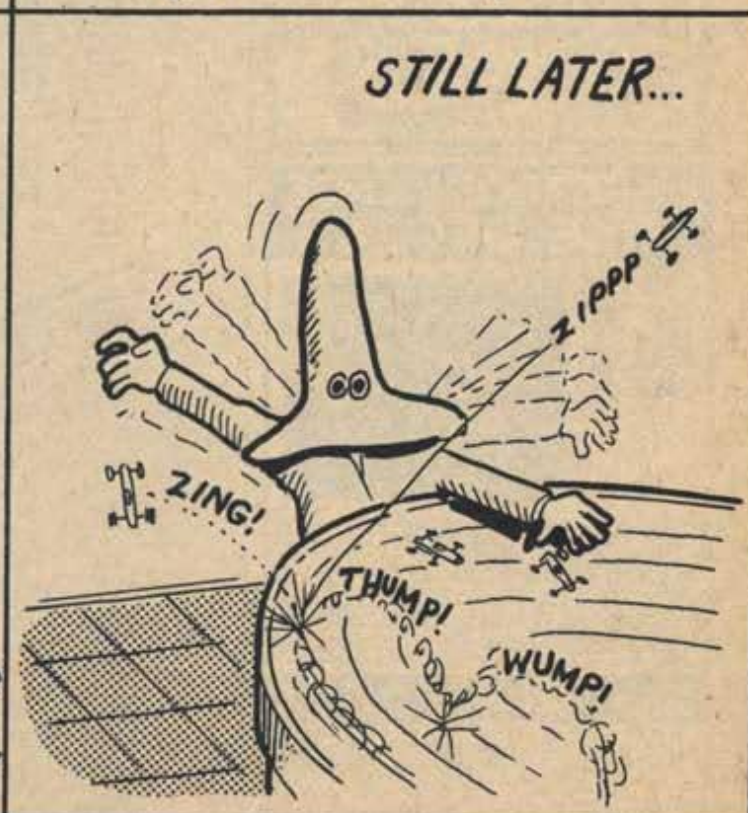
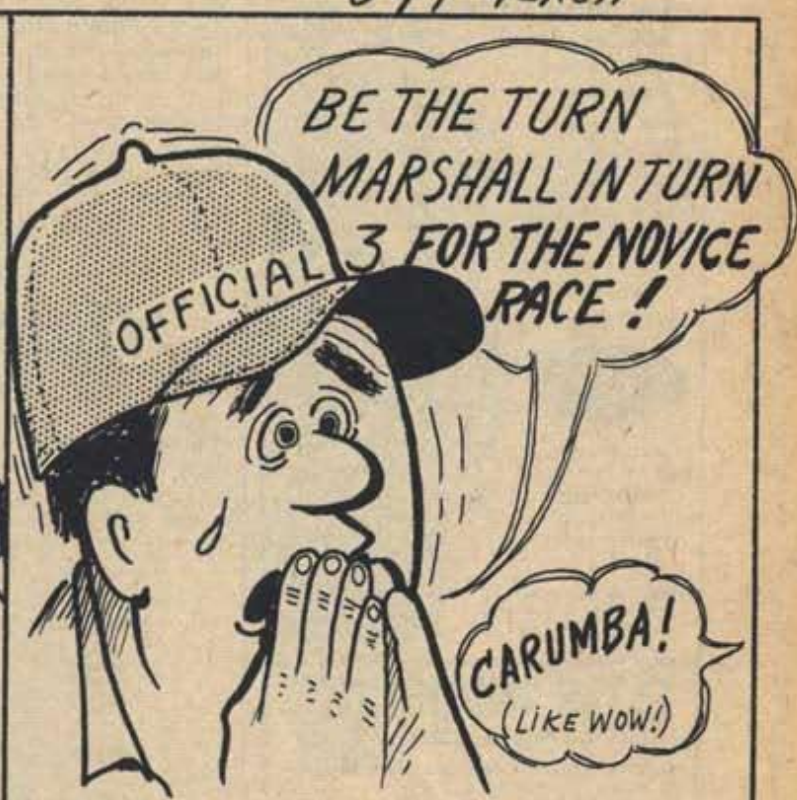
Harv Pagel of Sioux Falls, S.D. asked a couple of questions. The one I can answer without more details is "Which end-bell is actually unmelt-able?" Champion's new phenolic 16-D is *guaranteed* not to melt. It is susceptible to breaking so add extra bracing on the motor. An illustrated instruction sheet is included in each package.

Tom Marsteller of Youngstown, Ohio wants to know why his Mura #26 wire motor in a Ferret angle winder chassis is being taken down the straights by Champion 517 and 617 motors in Cox Cucarachas. Well Tom, have you updated your controller with heavier wire? If it's a Cox and you use a plug instead of clips, take out the fuse wire and add three pieces of motor leads. Also are you running at least two wires to each side of your motor? All of these will help get the juice up from the power pack to your motor. Finally, don't discount 517's and 617 by calling them *stock*. These are very fast motors! You're catching up in the turns because the "Cooch" chassis corners like a three legged camel.

Marcus P. Hagen merits a special note by remembering me as the "Thingie Man." You're right Mark, Jose and I had to quit sticking pins in each other—all we can use now is dull pencils. The two schools of thought have come to a peaceful co-existence, but I still KNOW that one of my "Thingies" could beat a N—A car. (Now, Floyd—Ed.) As far as designs for a "Thingie"—they're not needed any more. The new motors available now would have terrorized us two years ago, and are so powerful they'll haul 5½-6½ oz. cars around the track as fast as you could make a greyhound move with a hickory switch. Chassis styles now will actually handle better than my old Thingies, and the bodies, hah, the Elfin and the McKee are lower than my chopped up Chaparral 2D. Keep watching MCS, Mark, for a couple features I've done on rather

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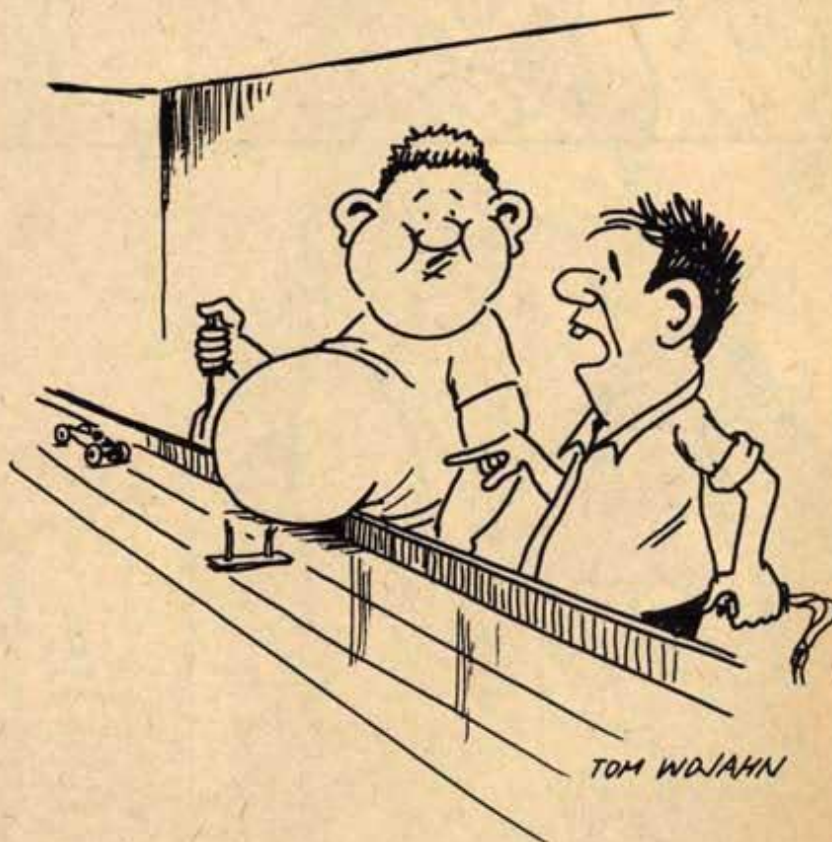
different chassis designs that *do* work
well with a capital W.

Bob Badal of Encino, Calif. is one
of the guys I mentioned before. He
turned 14 and found out there were
girls in the world and they they can be
as much fun as cars. He took a seven
or eight month leave of absence from
slot racing and now wants back in.
Two questions that he asked me, he
answered himself. First, what's the
best way to find out what the latest
hot set up is. Both he and you have
the best source available right in your
hands—*Model Car Science*! Secondly,
Bob wanted info on a good RTR to
redevelop his driving skill before invest-
ing in any super bunch of parts, and
then said he wrote to Champion for
their new catalog. If you want to learn
about religion you read the bible. If
you want to know about slot cars read
"Big C's" catalog.

Mike Gerbino up in Detroit, Mich-
igan, if you spread the word around
that my local nick-name is "Mr.
Clean," I'll come up to Shores Race-
way and stomp you so bad that all
that will be left is a grease spot on the
floor. Sorry I missed you on your visit

to the Aloma Raceways, here in Gator-
land (Winter Park, Fla.), but I'm
happy to hear that you like the chassis
Frank Myerson built for you. We're
running Champion's "Big Chiefs" but
with Mura's "Green Bubble Gum"
armatures.

A note to Carey Leva of Fort
Worth, Texas. The nearby raceway
with the disinterested "make-a-buck"
owner probably won't be there much
longer. These kind are learning that to
stay in business you have to (1) cater
to the beginners, (2) cater to the
novice (3) cater to the advanced
driver. Cater! A track that wants to
stay in business has to keep a stock of
the latest goodies available. This *is*
hard to do because new items are
coming out every week, but it's pos-
sible to order three or six of an item to
give the customers a chance to see
them, then re-order three or six more
when they're sold. The track also *has*
to program races with prizes. I favor
trophies or credit slips. The races have
to be classed for beginners and advan-
cers to give everybody a chance to run.
The track premises have to be kept
clean and presentable! It must be a



"Hey man, you busted my wing!"



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pleasant place to go and nice enough for parents to visit and see where their boy is hanging out so much. An idea is for the track owner to pay a kid with track time for sweeping the floor, dusting the showcases or washing the windows. I know one guy who has never had to buy a minute of track time, he's so fast to grab a broom or wash rag. Parents are concerned about where you go and what you spend your money on, don't you doubt it. Ask Dad some evening to go with you to watch a race. Let him drive a car. Be careful, though, he may get the bug too, and beat you. Let him see that the money you need for racing isn't going down the chute, wasted. It's fun and educating!

That's it on the letters, except to say that if you want a personal answer, please include a self-addressed post card or stamped envelope. The postage is breaking me, and I'll have to stop answering except in this column.

With the space that's left let me rant and rave about a couple of things. Did'ja ever try to do anything with one hand tied behind your back? That's the way I was when my Dremel-tool disappeared! Now I have a new

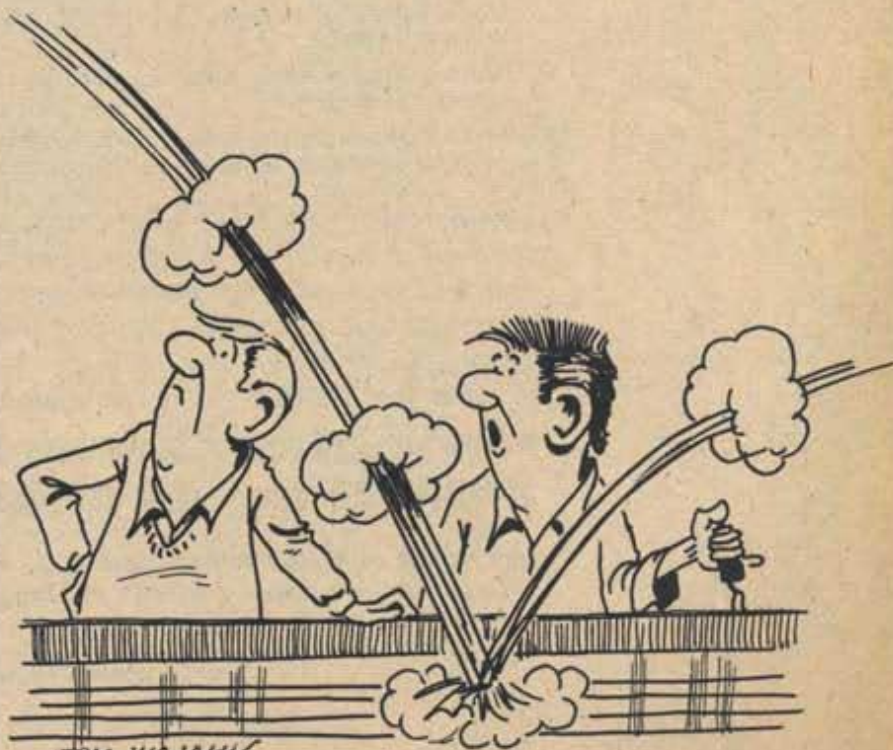
Model 271 Moto-tool and it's handier than an *extra* hand. The little cutting discs are the greatest thing since the electric knife.

Another little tool I bought over in Tampa is Adel's "Nibbling" tool. I've never seen them advertised in MCS and think, correct that, I *know* they're missing a bet. This little gadget nibbles into 1/32 and 3/64 brass sheet like a beaver working on balsa wood. Bat pans and pan chassis are a cinch now.

Let me close out with words about the industry discussions on getting the cost of racing back down. There are on several drawing boards designs for a "Formula V" chassis and motor combination for about \$7.00. No modifications to either will be allowed in the still-pending rules. Locally, we're talking about having a claiming race with \$3.00 motors. If you win, anybody else in the race can claim your motor for \$3.00. That's to keep the cost of motor modifications down to *nothing*.

Let's hear what *you* think about it. Drop me a line—

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